FORTY-SECOND ANNUAL REPORT

OF

DIVISION OF HIGHWAYS

DEPARTMENT OF PUBLIC
WORKS AND BUILDINGS

1959

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DEPARTMENT OF PUBLIC WORKS AND BUILDINGS

DIVISION OF HIGHWAYS

FORTY-SECOND ANNUAL REPORT

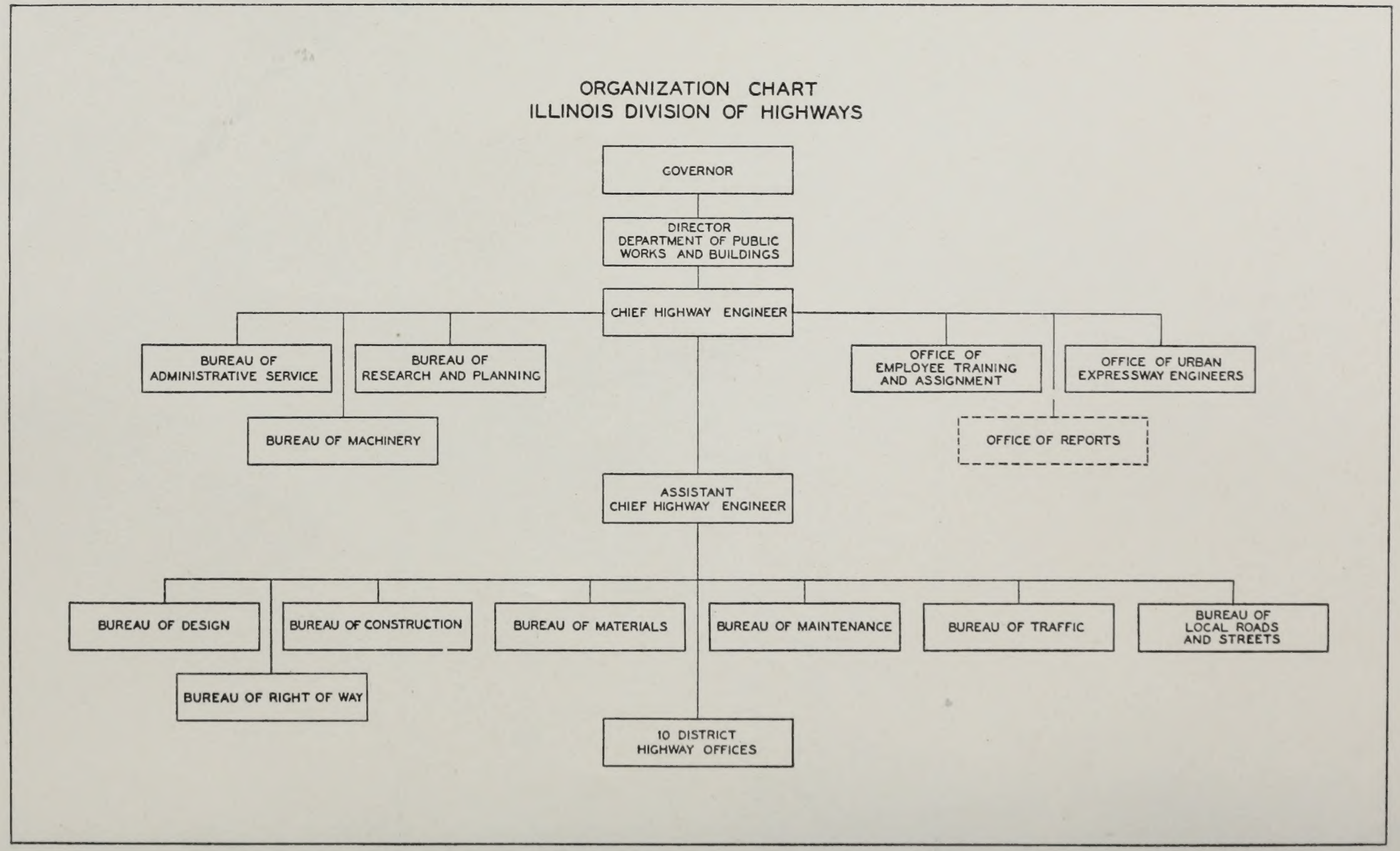
ORGANIZATION CHART
ILLINOIS DIVISION OF HIGHWAYS
GOVERNOR
DIRECTOR DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
CHIEF HIGHWAY ENGINEER
BUREAU OF ADMINISTRATIVE SERVICE
BUREAU OF RESEARCH AND PLANNING
BUREAU OF MACHINERY
OFFICE OF EMPLOYEE TRAINING AND ASSIGNMENT
OFFICE OF URBAN EXPRESSWAY ENGINEERS
OFFICE OF REPORTS
ASSISTANT CHIEF HIGHWAY ENGINEER
BUREAU OF DESIGN
BUREAU OF CONSTRUCTION
BUREAU OF MATERIALS
BUREAU OF MAINTENANCE
BUREAU OF TRAFFIC
BUREAU OF LOCAL ROADS AND STREETS
BUREAU OF RIGHT OF WAY
10 DISTRICT HIGHWAY OFFICES

Figure 1.

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DIVISION OF HIGHWAYS

FORTY-SECOND ANNUAL REPORT

for the year

1959

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STATE OF ILLINOIS
WILLIAM G. STRATTON, GOVERNOR

DEPARTMENT OF PUBLIC WORKS AND BUILDINGS

ROOM 602 STATE OFFICE BUILDING
SPRINGFIELD

DIVISION OF HIGHWAYS
DIVISION OF WATERWAYS
DIVISION OF ARCHITECTURE

E. A. ROSENSTONE
DIRECTOR

TROY A. KOBT
ASSISTANT DIRECTOR

October 19, 1960

Honorable William G. Stratton
Governor of Illinois
Executive Office
Springfield, Illinois

Dear Governor Stratton:

I hereby submit the technical Annual Report of the Division of Highways, Department of Public Works and Buildings, for the year ending December 31, 1959.

This report describes the operation of the Division, the work accomplished, and the financial transactions in greater detail than previously reported in the "Illinois Highway Story," edition of 1960.

Very truly yours

E. A. Rosenstone

E. A. Rosenstone
Director

STATE OF ILLINOIS
WILLIAM G. STRATTON, GOVERNOR
DEPARTMENT OF PUBLIC WORKS AND BUILDINGS
E. A. ROSENSTONE, DIRECTOR

DIVISION OF HIGHWAYS
STATE OFFICE BUILDING
SPRINGFIELD

RALPH R. BARTELSMEYER
CHIEF HIGHWAY ENGINEER

October 19, 1960

Honorable E. A. Rosenstone
Director, Department of
Public Works and Buildings
State Office Building
Springfield, Illinois

My dear Director:

I take pleasure in presenting to you the technical Annual Report of the Division of Highways for the year ending December 31, 1959.

The information in this report was previously published in general terms in the popular report entitled, "Illinois Highway Story," edition of 1960.

However, the much greater detail presented in this technical report concerning the design, construction, and administration of State highways serves as a historical record of the years accomplishments.

As such, I think you will find the 1959 Annual Report a valuable and useful source of information.

Very truly yours

R. R. Bartelsmeyer
Chief Highway Engineer

Administrative Officers of the Department of Public Works and Buildings, Division of Highways
December 31, 1959

WILLIAM G. STRATTON, *Governor*
E. A. ROSENSTONE, *Director*
TROY A. KOST, *Assistant Director*

Division of Highways

RALPH R. BARTELSMEYER, *Chief Highway Engineer*
ROBERT H. TITTLE, *Assistant Chief Highway Engineer*

BUREAU CHIEFS

W. M. MARSHALL, *Engineer of Administrative Service*
L. A. MURPHY, *Engineer of Right-of-way*
E. L. SHERERTZ, *Engineer of Design*
T. H. F. NORRIS, *Engineer of Construction*
J. D. LINDSAY, *Engineer of Materials*
H. E. DIERS, *Engineer of Maintenance*
T. F. MORF, *Engineer of Research and Planning*
H. H. HARRISON, *Engineer of Traffic*
R. C. SMOTHERS, *Superintendent of Transportation*
WM. M. DUTELLE, *Engineer of Local Roads and Streets*

DISTRICT ENGINEERS

District No. 1—D. S. MAGOWAN, Elgin, Ill.
District No. 2—M. M. MEMLER, Dixon, Ill.
District No. 3—JOHN GRAYHACK, JR., Ottawa, Ill.
District No. 4—JOHN D. MATTISON, Peoria, Ill.
District No. 5—JOHN J. CYCHOL, Paris, Ill.
District No. 6—CARL M. WAHL, Springfield, Ill.
District No. 7—I. C. BLISS, Effingham, Ill.
District No. 8—E. W. RIEFLER, East St. Louis, Ill.
District No. 9—WM. D. MACLEOD, Carbondale, Ill.
District No. 10—J. P. TUTHILL, Chicago, Ill.

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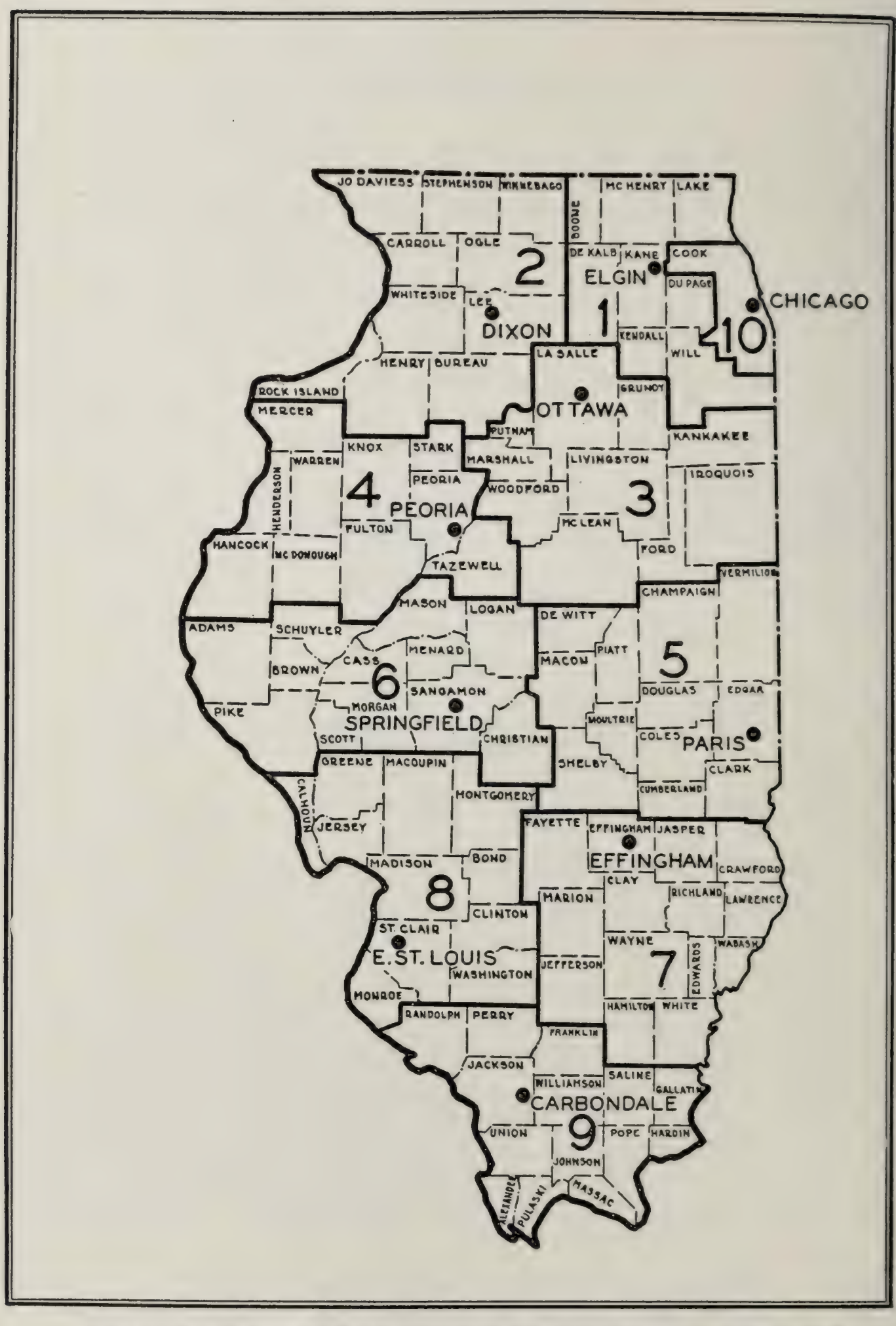


Figure 2.—Map showing State highway districts and the location of district offices.

DIVISION OF HIGHWAYS

I. SUMMARY

The detailed record of the administration, construction, and maintenance of State highways in Illinois for the year ending December 31, 1959 is contained in this technical annual report.

The accumulation of the data and the editing, checking, and printing of this report requires a considerable period of time. Therefore the Division of Highways has adopted a policy of publishing a brochure entitled the "Illinois Highway Story" which can be prepared and printed soon after the close of the year. The "Illinois Highway Story —edition of 1960" with pictures of important projects covers the same period of time as this report, but summarizes the work of the Division very briefly. This report contains the detailed record of the organization, financial transactions, and construction accomplishments of the year.

1. ORGANIZATION.—The Division of Highways is one of the several divisions included in the Department of Public Works and Buildings. The Chief Highway Engineer, the executive officer of the Division, administers the highway work of the State with the aid of the central offices and bureaus, and the ten highway districts.

The organization structure of the Division is given in Figure 1. In Figure 2, the boundaries of the highway districts and the location of district offices are shown.

2. THE FEDERAL-AID HIGHWAY ACT OF 1959.—The Federal-aid Highway Act of 1959 amended the 1956 and 1958 Acts by changing the amount appropriated for interstate highways for the year ending June 1, 1961 to a Nation-wide total of $2 billion. However, only $1.8 billion of the $2 billion was apportioned to the States by the end of 1959. The summary which follows shows the amount of Federal aid for the various systems allocated to Illinois in the 1956, 1958, and 1959 Acts.

Act	For Year Ending	Interstate	Primary	Urban	Secondary	Total
1956	1957 Supplement	$ 47, 148, 832	$ 2, 189, 083	$ 2, 198, 233	$1, 189, 296	$ 52, 725, 444
	1958	80, 153, 014	14, 885, 768	14, 947, 982	8, 087, 214	118, 073, 978
	1959	93, 684, 148	15, 191, 611	15, 310, 690	8, 247, 143	132, 433, 592
1958	1959 Supplement	$ 9, 415, 493	$ 6, 979, 635	$ 7, 034, 344	$3, 789, 068	$ 27, 218, 540
	1960	127, 559, 000	15, 469, 427	15, 748, 139	8, 378, 987	167, 155, 553
1959	1961	$91, 380, 960	$15, 516, 188	$16, 104, 252	$8, 366, 794	$131, 368, 194

1956 ACT

System	Allotments Available			Apportioning Formulas		
	For Year Ending June 30, 1957	For Year Ending June 30, 1958	For Year Ending June 30, 1959			
Nation-wide Allotment				Area	Population	Mileage
Primary Federal-aid System	$ 56,250,000	$ 382,500,000	$ 393,750,000	⅓	⅓	⅓
Secondary Federal-aid System	37,500,000	255,000,000	262,500,000	⅓	⅓ rural	⅓
Urban Federal-aid System	31,250,000	212,500,000	218,750,000		Urban Population	
Interstate System	1,000,000,000	1,700,000,000	2,000,000,000	½ by Primary FA Formula, ½ by Population		
Total	$1,125,000,000	$2,550,000,000	$2,875,000,000			
				Per Cent Participation		
Allotment to Illinois				State		Federal
Primary Federal-aid System	$ 2,189,083	$ 14,885,768	$ 15,191,611	50		50
Secondary Federal-aid System	1,189,296	8,087,214	8,247,143	50 State & County		50
Urban Federal-aid System	2,198,233	14,947,982	15,310,690	50 State & City		50
Interstate System	47,148,832	80,153,014	93,684,148	10[1]		90
Total	$ 52,725,444	$ 118,073,978	$ 132,433,592			

1958 ACT

System	Allotments Available		Apportioning Formulas		
	For Year Ending June 30, 1959	For Year Ending June 30, 1960			
Nation-wide Allotment			Area	Population	Mileage
Primary Federal-aid System	$180,000,000	$ 405,000,000	⅓	⅓	⅓
Secondary Federal-aid System	120,000,000	270,000,000	⅓	⅓ rural	⅓
Urban Federal-aid System	100,000,000	225,000,000		Urban Population	
Interstate System	200,000,000	2,500,000,000	1959—½ by Primary FA Formula, ½ by Population; See [2] for 1960		
Total	$600,000,000	$3,400,000,000			
			Per Cent Participation		
Allotment to Illinois			State		Federal
Primary Federal-aid System	$ 6,979,635	$ 15,469,427	50		50
Secondary Federal-aid System	3,789,068	8,378,987	50 State & County		50
Urban Federal-aid System	7,034,344	15,748,139	50 State & City		50
Interstate System	9,415,493	[2]127,559,000	10[1]		90
Total	$ 27,218,540	$167,155,553			

1959 ACT

System	Allotments Available	Apportioning Formulas		
	For Year Ending June 30, 1961			
Nation-wide Allotment		Area	Population	Mileage
Primary Federal-aid System	$ 416,250,000	⅓	⅓	⅓
Secondary Federal-aid System	277,500,000	⅓	⅓ rural	⅓
Urban Federal-aid System	231,250,000		Urban Population	
Interstate System	[3]1,800,000,000	See[2]		
Total	$ 2,725,000,000			
		Per Cent Participation		
Allotment to Illinois		State		Federal
Primary Federal-aid System	$ [4]15,516,188	50		50
Secondary Federal-aid System	[4]8,366,794	50 State & County		50
Urban Federal-aid System	[4]16,104,252	50 State & City		50
Interstate System	[2]91,380,960	10[1]		90
Total	$ 131,368,194			

[1] In some cases the State, County, and City are cooperating in matching Federal-aid interstate funds.

[2] In 1957 a Nation-wide study was made to determine the cost of completing the interstate system. The allocation of interstate funds to the states for the years ending June 30, 1960 and June 30, 1961 were to be made to each state in proportion to the cost of interstate work remaining as indicated from the interstate cost study. The study indicated Illinois had 5.128 per cent of the total interstate needs and therefore was allocated 5.128 per cent of the total interstate funds for 1960 and 1961.

[3] The allotment for interstate highways in the 1959 Act was $2 billion, but only $1.8 billion was apportioned by June 30, 1960.

[4] These are gross allocations. The net allocation is obtained by deducting $2,001,302 from the primary allocation, $287,885 from the secondary allocation, and $128,999 from the urban allocation. These deductions were made for funds advanced previously. Elsewhere in this report net allocations are used.

The cutback in the allocation for interstate highways was necessitated by withdrawals from the Highway Trust Fund exceeding revenue. To offset the depletion of the Highway Trust Fund, Congress in 1959 amended the Internal Revenue Code to increase the Federal gas tax from 3 to 4 cents per gallon.

The Nation-wide allocations of Federal highway funds, the amount allotted to Illinois and the apportioning formulas are given on the tabulations on the opposite page.

3. DESIGN.—Contracts awarded for improvement of State highways during 1959 amounted to $187,760,198.44. This includes contracts awarded by the State, the County of Cook, and the City of Chicago. The tabulation below shows the value of contracts awarded on interstate, primary, and secondary roads by each unit of government.

Class of Government	Interstate		Primary		Secondary		Total	
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
State of Illinois	$ 84,348,091	83.6	$55,568,246	81.1	$18,297,279	100.0	$158,213,616	84.3
County of Cook	5,884,082	5.8	12,956,687	18.9			18,840,769	10.0
City of Chicago	10,705,813	10.6					10,705,813	5.7
Total	$100,937,986	100.0	$68,524,933	100.0	$18,297,279	100.0	$187,760,198	100.0
Per Cent of Total	53.8		36.5		9.7		100.0	

Of the total amount of contracts awarded for State highways $100,937,986 or 53.8 per cent was for interstate work, $68,524,933 or 36.5 per cent was for primary highways and $18,297,279 or 9.7 per cent was for improvement of secondary highways.

The recapitulations of the type of work involved in these contracts and a brief description of each contract is given in Section V, Design, of this report.

4. CONSTRUCTION.—Improvements on 1,370.12 miles of State highways were completed in 1959. The following summary gives the mileage completed by the State, the County of Cook, and the City of Chicago on interstate, primary, and secondary highways.

Government	Miles of State Highways Improved in 1959			
	Interstate	Primary	Secondary	Total
State of Illinois	40.77	648.20	672.36	1,361.33
County of Cook	2.27	6.08		8.35
City of Chicago	0.44			0.44
Total	43.48	654.28	672.36	1,370.12

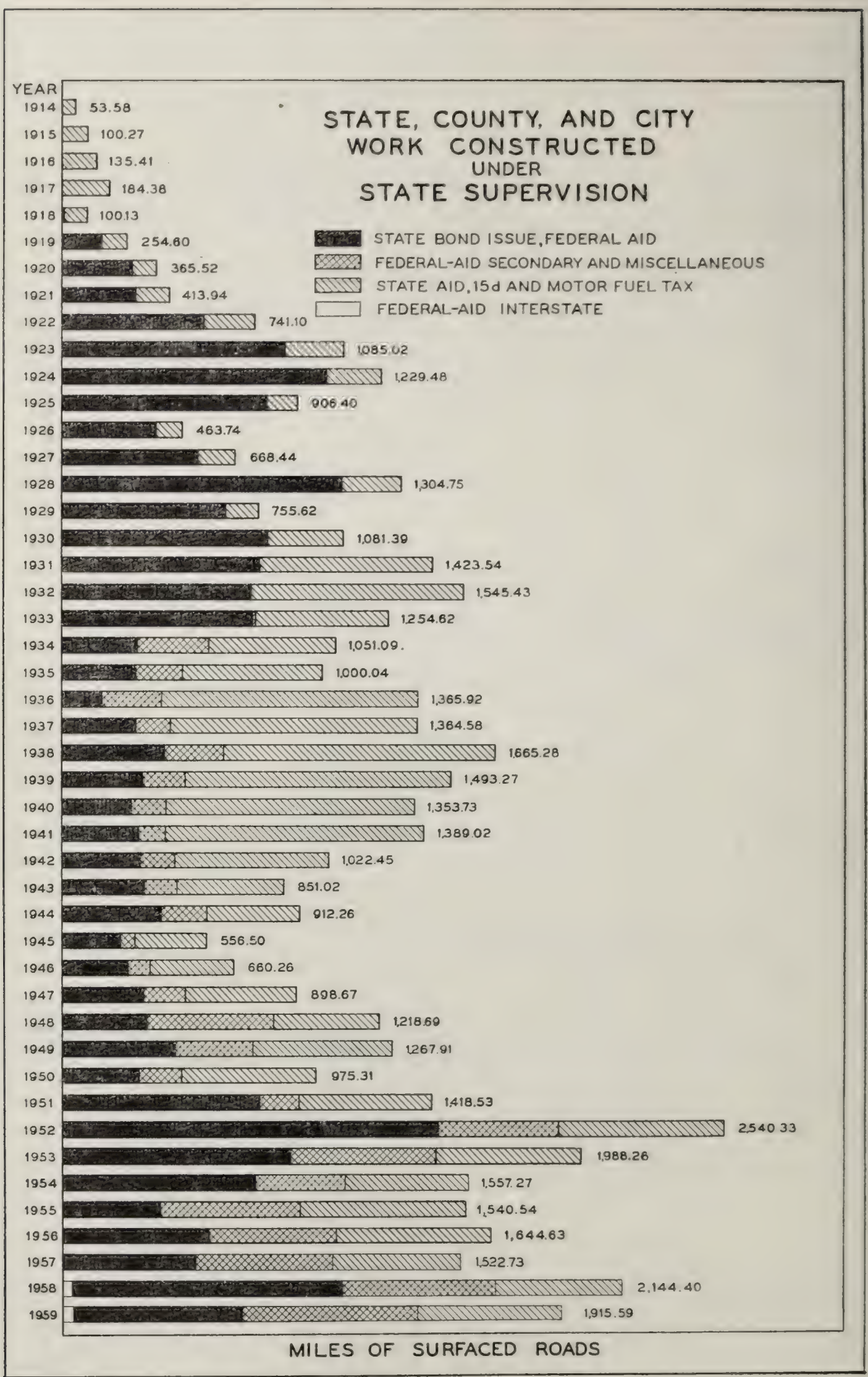

STATE, COUNTY, AND CITY WORK CONSTRUCTED UNDER STATE SUPERVISION
STATE BOND ISSUE, FEDERAL AID
FEDERAL-AID SECONDARY AND MISCELLANEOUS
STATE AID, 15d AND MOTOR FUEL TAX
FEDERAL-AID INTERSTATE
YEAR
1914 53.58
1915 100.27
1916 135.41
1917 184.38
1918 100.13
1919 254.60
1920 365.52
1921 413.94
1922 741.10
1923 1,085.02
1924 1,229.48
1925 906.40
1926 463.74
1927 668.44
1928 1,304.75
1929 755.62
1930 1,081.39
1931 1,423.54
1932 1,545.43
1933 1,254.62
1934 1,051.09
1935 1,000.04
1936 1,365.92
1937 1,364.58
1938 1,665.28
1939 1,493.27
1940 1,353.73
1941 1,389.02
1942 1,022.45
1943 851.02
1944 912.26
1945 556.50
1946 660.26
1947 898.67
1948 1,218.69
1949 1,267.91
1950 975.31
1951 1,418.53
1952 2,540.33
1953 1,988.26
1954 1,557.27
1955 1,540.54
1956 1,644.63
1957 1,522.73
1958 2,144.40
1959 1,915.59
MILES OF SURFACED ROADS

Figure 3.

TABLE 1.—PAVEMENT MILEAGE CONSTRUCTED BY THE STATE AND BY THE COUNTIES, CITIES, AND TOWNSHIPS UNDER STATE SUPERVISION.

Year	State Construction			County Construction	City MFT Work	Total State, County, and City Work	Township Work[4]
	Federal-aid Interstate[1]	Primary	Secondary[2]				
1914				53.58		53.58	
1915				100.27		100.27	
1916				135.41		135.41	
1917				184.38		184.38	
1918		6.77		93.36		100.13	
1919		152.54		102.06		254.60	
1920		270.60		94.92		365.52	
1921		285.62		128.32		413.94	
1922		546.95		194.15		741.10	
1923		858.31		226.71		1,085.02	
1924		1,018.21		211.27		1,229.48	
1925		786.86		119.54		906.40	
1926		361.79		101.95		463.74	
1927		522.98		145.46		668.44	
1928		1,075.27		229.48		1,304.75	
1929		629.51		126.11		755.62	
1930		790.22		291.17		1,081.39	
1931		759.87		663.67		1,423.54	
1932		726.86		818.57		1,545.43	
1933		730.55	10.97	513.10		1,254.62	
1934		287.91	275.10	397.53	90.55	1,051.09	
1935		287.35	176.75	399.00	136.94	1,000.04	
1936		154.69	230.01	752.69	228.53	1,365.92	
1937		284.63	131.26	649.00	299.69	1,364.58	
1938		392.91	228.03	780.92	263.42	1,665.28	
1939		309.96	163.68	726.43	293.20	1,493.27	
1940		268.55	131.31	677.74	276.13	1,353.73	
1941		295.04	102.12	740.50	251.36	1,389.02	
1942		300.31	[3]131.35	443.53	147.26	1,022.45	
1943		315.67	[3]127.70	320.34	87.31	851.02	
1944		380.38	[3]175.85	257.41	98.62	912.26	
1945		224.62	[3]56.02	204.74	71.12	556.50	
1946		250.37	87.46	222.10	100.33	660.26	8,176.94
1947		[5]311.32	159.51	293.88	133.96	898.67	8,504.41
1948		[5]324.14	487.38	270.40	136.77	1,218.69	6,419.33
1949		[5]434.13	298.41	353.79	181.58	1,267.91	7,047.57
1950		[5]295.70	164.73	354.40	160.48	975.31	
1951		[5]756.97	150.92	343.94	166.70	1,418.53	
1952		[5]1,441.27	460.47	438.28	200.31	2,540.33	642.70
1953		[5]872.12	562.19	323.34	230.61	1,988.26	1,666.29
1954		[5]741.82	343.49	267.73	204.23	1,557.27	1,809.58
1955		[5]371.86	535.69	331.65	301.34	1,540.54	2,018.60
1956		[5]560.61	491.05	334.19	258.78	1,644.63	1,646.61
1957		[5]510.96	524.93	273.17	213.67	1,522.73	1,753.53
1958	37.37	[5]1,035.49	588.33	238.95	244.26	2,144.40	1,612.23
1959	40.77	[5]648.20	672.36	346.09	208.17	1,915.59	1,563.98
Totals	78.14	21,579.89	7,467.07	15,275.22	4,985.32	[4]49,385.64	[6]42,861.77

[1] Previous to 1958, interstate work was included in the column showing primary mileage.

[2] Includes surfacing constructed with State and Federal funds on State-aid or Federal-aid secondary routes, access roads not on the State system, and mileage built in State parks, State institutions, etc.

[3] Includes access roads not on the State system.

[4] Oiled earth and grading not included.

[5] Includes full-width portland cement concrete base course and widening of existing portland cement concrete pavement prior to surfacing with bituminous concrete. Mileage of base course and widening (most of which has been surfaced with bituminous concrete) was as follows: 1947—5.77 miles; 1948—6.86 miles; 1949—40.35 miles; 1950—73.29 miles; 1951—284.24 miles; 1952—551.15 miles; 1953—294.97 miles; 1954—252.05 miles; 1955—81.51 miles; 1956—117.84 miles; 1957—105.35 miles; 1958—174.40 miles; 1959—94.78 miles.

[6] The figures for 1946 through 1952 are the mileages approved for construction and those for 1953 through 1959 are the mileages actually constructed.

In conjunction with the mileage improved many bridges and grade separations were necessary. The following list shows the number of structures completed on State highways in 1959.

System	Bridges		Grade Separations		Total Structures	
	New	Repaired or Widened	New	Repaired or Widened	New	Repaired or Widened
State of Illinois—						
Interstate	25	--	85	--	110	--
Primary	42	46	21	7	63	53
Secondary	65	3	2	--	67	3
County of Cook—						
Interstate	1	--	6	--	7	--
Primary	1	--	22	--	23	--
City of Chicago—						
Interstate	--	--	7	--	7	0
Total by System—						
Interstate	26	--	98	--	124	--
Primary	43	46	43	7	86	53
Secondary	65	3	2	--	67	3
Total all systems					277	56

In addition to the surface improvements and bridges listed above, the State constructed 976,180 sq. yds. of intermittent resurfacing, graded 16.64 miles under separate contract, and painted 41 bridges. The location of individual projects, the contractor, and a brief description of the jobs completed in 1959 are given in Section VI, Construction, of this report while Table 1 and Figure 3 summarize the mileage of highways completed annually by the State and by local governments working under State supervision.

5. MAINTENANCE.—In 1959 a total of 14,487 miles of pavement was maintained by the State, of which 53 miles were on expressways in Cook County. In addition 698 miles of city streets, beltlines, and bypasses were maintained by the State or by cities under joint city-State agreements.

The cost of maintenance and operation of State highways during 1959 was $29,321,956.28 which included $1,218,693.46 for maintaining expressways. In addition $635,719.27 was expended for the maintenance of city streets, beltlines, and bypasses used as State routes.

The cost per mile for maintenance and operation exclusive of that on city streets and expressways was $1,947.00 or an increase of 3.9 per cent over that of 1958. A more detailed description of maintenance activities and costs is given in Section VIII, Maintenance, of this report.

6. FINANCING.—A summary of the receipts and disbursements of the Division of Highways during 1959 is given in Table 2. The net revenue available to the Division in 1959 was $314,440,862.63, or

TABLE 2.—SUMMARY OF THE REVENUES AVAILABLE TO AND EXPENDITURES BY THE ILLINOIS DIVISION OF HIGHWAYS DURING 1959.[1]

AMOUNTS AVAILABLE

Road Fund Revenues:			
Motor licenses and operators' license fee receipts		$ 94,745,386.67	
Less Administration and collection costs		9,022,064.98	$ 85,723,321.69
Motor fuel tax deposited in Road Fund			48,518,034.89
Counties' contribution to Federal-aid secondary projects			5,836,892.03
Miscellaneous collections and refunds			3,062,368.68
Federal aids and grants			183,086,159.17
Fines and penalties			551,930.75
Subtotal			$ 326,778,707.21
Less Amount paid other State Departments			[2] 13,679,380.81
			$ 313,099,326.40
Motor Fuel Tax Revenues:			
Gross receipts from motor fuel tax		$ 156,360,821.97	
Less Refunds on nontaxable motor fuel	$ 15,581,862.38		
Dept. of Revenue administration expense	335,613.84		
Allotted to down-State counties (Net)	16,635,466.10		
Allotted Cook County (Net)	15,249,177.24		
Allotted to municipalities (Net)	44,361,242.88		
Allotted to townships and road districts	13,862,888.41		
Grade Crossing Protection Fund	475,000.00		
Motor fuel tax deposited in Road Fund	48,518,034.89	155,019,285.74	1,341,536.23
Total net revenue all funds			$ 314,440,862.63
Balance on Hand January 1, 1959			16,845,620.64
Total			$ 331,286,483.27

AMOUNTS SPENT

Direct Expenditures by Division of Highways for:		
Construction	[3] $ 231,454,563.81	
Maintenance	30,422,744.08	
Administration and engineering	[4] 24,516,489.83	
Miscellaneous	[5] 4,009,747.91	$ 290,403,545.63
Debt Service $100,000,000 Highway Bonds:		
Interest	$ 149,540.00	
Principal	6,960,000.00	7,109,540.00
Total expenditures by Division of Highways		$ 297,513,085.63
Advanced to Counties and Municipalities to Aid State Construction		[6] 1,491,094.03
Total expenditures (and loans) by Division of Highways		$ 299,004,179.66
Balance on Hand December 31, 1959		32,282,303.61
Total		$ 331,286,483.27

[1] Does not include State Garage Revolving Fund: opening balance $301,060.09, receipts $2,057,018.46, expenditures $1,881,069.50, and closing balance $477,009.05.

[2] Includes $129,661.54 employees' compensation, $81,259.15 treatment expense of injured employees, $10,557,224.87 for policing of highways, $265,385.24 for architecture and engineering, $281,556.70 for operating the Safety Responsibility Department in the Secretary of State's Office, $30,308.50 Court of Claims awards, and $2,333,984.81 for Land and Office Building of the Secretary of State—Cook County.

[3] Includes $10,886,292.12 paid Cook County for service on expressway bonds.

[4] Includes $22,389,100.74 for administration and engineering and $2,127,389.09 for highway buildings.

[5] Includes $1,339,461.73 for administering the Motor Fuel Tax Law, $2,201,131.60 for State-wide highway planning survey, $333,460.62 for administering the Safety Responsibility Law, and $135,693.96 for Transportation Study of Chicago Metropolitan Area.

[6] Funds advanced for the cities and counties share of State highway construction.

32.2 per cent greater than the $237,791,537.67 received in 1958. Expenditures of $297,513,085.63 for 1959 were 18.9 per cent more than for 1958.

The last of the $100 million State highway bonds matured in 1959 and with the redemption of $6,960,000 principal, all bonds are retired with exception of $75,000 not submitted for payment by the end of 1959. Payment was made from the Road Fund to Cook County in the amount of $10,886,292.12 for service on the $245 million expressway bond issue of which $125 million had been sold by the end of 1959.

7. LOCAL ROADS AND STREETS.—Tables 3, 4, and 5 show the motor fuel tax allotted to the counties, cities, and townships during 1959 and the amount withdrawn by these local governments for construction and maintenance of roads and streets under their jurisdiction.

Using motor fuel tax allotments and working under the supervision of the State the counties completed 337.18 miles of surfacing, graded 12.56 miles under separate contract, and constructed 15 bridges; the cities surfaced 208.17 miles of city streets, oiled 0.41 mile, and built 10 bridges; and the townships surfaced 1,563.98 miles, oiled 229.16 miles, and built 38 bridges.

The allotment to each local government, the contracts awarded, and details of completed work is given in Section XII, Local Roads and Streets, of this report.

TABLE 3.—STATE-COLLECTED REVENUE AVAILABLE TO AND WITHDRAWN BY THE COUNTIES OF ILLINOIS DURING 1959.

AMOUNTS AVAILABLE

AVAILABLE BALANCES, JANUARY 1, 1959:		
Cook County—Motor fuel tax fund	$ 9,766,888.72	
Down-State Counties—Motor fuel tax fund[1]	12,725,847.34	$ 22,492,736.06
ALLOTMENTS DURING YEAR:		
Cook County—Motor fuel tax	$ 15,249,177.24	
Down-State Counties—Motor fuel tax	16,635,466.10	31,884,643.34
Total State-collected revenues available		$ 54,377,379.40

AMOUNTS WITHDRAWN

Purpose	Motor Fuel Tax Withdrawn Cook County	Down-State Counties	Total
Construction	$ 6,791,945.95	$ 4,027,025.01	$ 10,818,970.96
Right-of-way	448,407.93	629,506.71	1,077,914.64
Engineering	1,463,277.09	1,283,476.39	2,746,753.48
FAS matching	6,086.58	3,699,804.37	3,705,890.95
Maintenance	.....	6,268,734.85	6,268,734.85
Debt retirement	4,139,930.48	59,723.08	4,199,653.56
Miscellaneous	15,033.26	746,899.77	761,933.03
Totals	$ 12,864,681.29	$ 16,715,170.18	$ 29,579,851.47

AVAILABLE BALANCES, DECEMBER 31, 1959:		
Cook County—Motor fuel tax fund	$ 12,151,384.67	
Down-State Counties—Motor fuel tax fund	12,646,143.26	24,797,527.93
Total		$ 54,377,379.40

[1] Down-State counties refers to all counties excepting Cook County.

TABLE 4.—STATE-COLLECTED REVENUE AVAILABLE TO AND WITHDRAWN BY THE MUNICIPALITIES OF ILLINOIS DURING 1959.

AMOUNTS AVAILABLE

AVAILABLE BALANCE, JANUARY 1, 1959	$ 31,226,665.36
ALLOTMENTS OF MOTOR FUEL TAX FUNDS	44,361,242.88
Total	$ 75,587,908.24

AMOUNTS WITHDRAWN

FUNDS WITHDRAWN BY MUNICIPALITIES FOR:		
Construction	$ 15,561,553.75	
Right-of-way	1,130,057.47	
Engineering	1,936,486.31	
Maintenance	13,090,472.61	
Municipal indebtedness	4,018,454.11	
Treasurers' fees and miscellaneous	11,428.66	
Total motor fuel tax funds withdrawn		$ 35,748,452.91
AVAILABLE BALANCE, DECEMBER 31, 1959		39,839,455.33
Total		$ 75,587,908.24

TABLE 5.—MOTOR FUEL TAX AVAILABLE TO AND WITHDRAWN BY COUNTIES FOR TOWNSHIP AND ROAD DISTRICT ROADS DURING 1959.

AMOUNTS AVAILABLE

AVAILABLE BALANCE, JANUARY 1, 1959	$ 15,525,169.31
ALLOTMENTS OF MOTOR FUEL TAX FUNDS	13,862,888.41
Total	$ 29,388,057.72

AMOUNTS WITHDRAWN

AMOUNTS WITHDRAWN FOR:		
Construction	$ 7,639,930.08	
Right-of-way	32,377.77	
Engineering	699,454.63	
Maintenance	4,488,897.71	
Township indebtedness	57,682.18	
Miscellaneous	2,508.27	
Total motor fuel tax withdrawn		$ 12,920,850.64
AVAILABLE BALANCE, DECEMBER 31, 1959		16,467,207.08
Total		$ 29,388,057.72

DIVISION OF HIGHWAYS EMPLOYEES WHO HAVE SERVED 25 YEARS OR MORE

Leslie W. Adams
Harry J. Alton
Ralph K. Andrews
E. Dean Antrobus
Bernard Atkin
Luther R. Bailey
Joseph A. Bangiolo
Evaline Barchman
James M. Barkman
Wayne F. Barney
Elmer Baseman
Earle M. Bastian
Norman Beggs
Robert H. Bennett
Helen L. Berry
Walter R. Berry
Fremont H. Blandin
George A. Blauvelt
John A. Blietz
Irwin C. Bliss
George M. Bohlig
William J. Bolling
Frank W. Boriske
B. M. Borrud
George D. Bort
Marion P. Boulden
Harold H. Bowen
Arthur C. Braming
Herbert L. Brantley
James R. Branton
Herbert C. Bright
Kenneth L. Brown
Edward B. Bryant
Harold G. Buchanan
C. N. Bullard
Lena Bundy
James L. Burnett
Warren E. Burr
Henry C. Buser
Genevieve Cain
Barnett Campbell
Jane Carr
Earl W. Carter
W. E. Chastain, Sr.
Cecil E. Chenoweth
George W. Chenoweth
Edwin R. Clemmons
Loftus J. Collamore
Leland J. Colvin
T. Warren Connole
D. R. Connor
Joseph B. Conroy
Hazel M. Constant
Russell S. Cooke
Charles G. Corcoran
Dallas M. Costello
David Crawford
Verla C. Crawley
Arthur S. Crom
Thomas O. Cromeenes
Edgar M. Crump
Charles E. Cullen
Nathaniel B. Curran
Edmund F. Curtin, Sr.
John J. Cychol
Earl K. Damotte
Edward V. Damotte
John R. Danzer
Lewis E. Davidson
Jack Day
Roy J. Devine
Henry E. Diers
Harold K. Dolbow
Dorothy F. Dorr
Frank A. Dragoun
Joseph P. DuFour
Joy W. Dull

Raymond E. Dunnington
William M. Dutelle
Fred A. Dykins
Arthur N. Edwards
Lloyd J. Elfline
Albert B. Elliott
John C. Evans
Clarence W. Engel
Arthur J. Feickert
Albert H. Ferger
Robert E. Ferguson
John R. Fiedler
Arthur Fogde
Oscar Frost
Roy J. Furbeck
Robert N. Gamble
Harold B. Gegal
Richard W. Gerling
Ralph G. Gher
Katherine V. Glynn
Harry Goodnow
Robert B. Gove
Harry P. Graham
John Grayhack, Jr.
Albin G. Gries
Ralph R. Griffin
Charles E. Grosskoff
Earl McK. Guy
Elmer E. Hagglund
Helen M. Hanselman
Ralph W. Hansen
Frank W. Hansford
George W. Harney
Robert E. Haroldson
Aurelius B. Harris
Harry H. Harrison
Clifford E. Hart
Ernest D. Harward
LeSueur H. Hendrick
Jerome F. Herlihy
Hugo A. Herold
Christian L. Heuer
Paul Hieber
Robert K. Hopkins
Frank M. Hopper
Vance E. Hopper
Frank V. Houska
Mame C. Howard
Jerome Hurwitz
Otis C. Isenbarger
Ray O. Jackson
A. Noel Jamison
Kenneth A. Johnsen
Theodore B. Johnson
Ben M. Jones, Jr.
Charles N. Jones
George B. Jones
John G. Keller
Henry E. Kelly
Bernard A. Kennedy
Thomas C. Kennedy
Ronald J. Kenyon
Edmund J. Kern
Arthur P. Kettenhofen
Theodore R. King
Louis H. Kinsella
Fred Kirchner
Arthur G. Kistler
Helen F. Klebes
Harvey E. Kline
Robert G. Klugman
Harry J. Kluss
Angela Kortenber
William S. Krause
Frederick T. Krueger
Allen L. Kukral
Ole Larsen

Bernard A. Lawler
Lloyd E. Leka
Ralph T. Leslie
James D. Lindsay
Marian Lindsay
Myron K. Lingle
William H. Lockhart
Murrel E. Loffland
Bernard W. Lollar
Glen M. Longley
Randolph A. Lonier
Eddy Lund
J. Rolland Lyons
Lucille F. Mackay
William J. Mackay
William D. MacLeod
Marianna Madden
Donald S. Magowan
Paul J. Malay
Enos O. Manon
W. M. Marshall
James H. Martin
Fred C. Mason
Cyril P. Mathy
John D. Mattison
John W. McCarty
Allen J. McClintick
Herbert V. McCoy
Walton A. McCree
John L. McCumber
William T. McCune
Gordon S. McDonald
Jackson H. McDonald
Agnes L. McDonnell
Eileen R. McFall
Mildred McLaughlin
Charles B. McNelly
Allen D. McReynolds
Merton M. Memler
Aloysius W. Miller
Joseph H. Miller
Joseph L. Miller
Josephine Miller
John P. Mills
Fred W. Moore
Willard O. Moore
Theodore F. Morf
Leo A. Murphy
Robert B. Murphy
Fred C. Nehren
Russell J. Newell
Claude R. Nicholson
Gordon J. Nicholson
Thomas H. F. Norris
Vivian E. O'Donnell
Lumer Olsan
Theodore Olson
Harold L. Owen
James R. Palmer
Pritchett R. Patterson
S. Emmons Patterson
Paul R. Pearson
Spencer M. Peters
Marie Poppe
Errett A. Post
Stona N. Powell
Neil F. Pruitt
Wesley C. Pruitt
Jerry E. Raffensperger
Edwin J. Raich
Fred L. Ray
Dice Reamsnider
Charles N. A. Richards
T. V. Richardson
Edward W. Riefler
H. Harold Roberts
Harold W. Roebuck

V. M. Romine
Ethel D. Ronan
Ellis G. Ross, Jr.
Frank R. Runyen
Howard W. Russell
Earl S. Rynearson
Harold E. Sanders
William A. Sausaman
Charles G. Saville
Isaac C. Sawyer
Henry O. Scheer
Roland E. Schermerhorn
Louis Schlaefli
William H. Schneider
Robert E. Scribner
Mary Frances Seabright
Ralph W. Seabright
Elmer O. Sellers
George H. Shanahan
Richings J. Shand, Jr.
J. R. Shelburne
Everett L. Sherertz
Harold I. Shively
Donald E. Slack
Ardis Smith
Charles L. Smith
James A. Smith
Terry P. Smith, Jr.
Henry G. Spoerl
Lawrence Spooner
Lloyd A. Springer
Dick D. Starke
Arthur R. Steese
LuRenna C. Steinritz
Viola L. Suhr
Mary Taposik
Julian A. Taylor
Noel F. Thomas
Robert H. Tittle
Arthur C. Tosetti
Herbert J. Truman
Helen M. Turner
J. P. Tuthill
Clarence C. Uhl
Raymond H. Underhill
John L. VanDeusen
Leo L. Vogt
Charles J. Vranek
Carl M. Wahl
Hyman F. Walder
William M. Waller
R. B. Walters
Ruth Ward
Carl O. Wehrman
Okla Genevieve Welle
Chauncey H. Wells
Joseph P. Welsch
William E. Westwood
Anne Elizabeth White
George Wildeson
Louise M. Wildi
Carl H. Wiley
Robert D. Wiley
S. Ernest Wiley
Arthur D. Williams
Paul M. Williford
Wesley D. Wilson
Irwin E. Winje
Gertrude E. Winn
Alfred T. Winston
Fred G. Wishart
Wilmer H. Woelfer
Walter B. Worsham
Edward N. Wyman
Glenn Younkin
Harry W. Zieseniss
Waldemar H. Zumstein

Figure 4.

II. LEGISLATION

1. GENERAL.—The Seventy-first General Assembly meeting in 1959 enacted 1,357 bills of which the Governor approved 1,137, approved in part 5, and vetoed 215. Table 6 lists those bills pertaining to highways and highway administration which were enacted by the 71st General Assembly. Some of these are discussed briefly in the following pages.

2. REGULATION OF MOTOR VEHICLES.—*Senate Bill 942* prohibits the use of red lights on the front of any vehicle and restricts the use of flashing lights to those indicating turning movements or the presence of a vehicular traffic hazard. Exceptions are made for emergency vehicles and vehicles used in maintenance and construction operations.

House Bill 7 repealed the provision allowing persons 14 or more years of age without a drivers license to operate a motorcycle, powercycle, motor bicycle, or motor scooter.

House Bill 65 provided that no person shall drive a motor vehicle at a speed in excess of 20 miles per hour while passing a school zone or while traveling upon any public thoroughfare on or across which children pass going to and from school on school days when school children are present. Appropriate signs must have been posted to make this law applicable.

House Bill 648 provided that vehicle length limitations do not apply to a combination of vehicles consisting of a towing vehicle and a disabled vehicle or vehicles when engaged in removing the disabled vehicle or vehicles from the highway to the nearest repair station.

House Bill 1105 increased the maximum permissible gross weight of five or more axle tandem truck-tractor and tandem semitrailer combination from 68,000 lbs. to 72,000 lbs. and deleted restriction of 30,000 lbs. gross weight transmitted to the road surface by tandem axles of such vehicles.

House Bill 1317 provided that vehicles designed and used for the carrying of more than seven persons and operated wholly within the limits of cities and villages in counties having a population of 500,000 or more inhabitants may be 9 feet in width (formerly 8 feet 8 inches) except that no such vehicle more than 8 feet 8 inches in width shall be operated on any route of the National System of Interstate and Defense Highways.

3. LAWS AFFECTING HIGHWAY CONSTRUCTION.—*Senate Bill 86* allows corporate authorities in municipalities of less than 500,000 situated more than 30 miles from a municipality of more than 500,000 to forbid the construction of buildings in the right-of-way of proposed major streets in unsubdivided land where there is an official plan for major streets.

House Bill 686 requires protective covering or fencing on or about excavations and provides that any person who maintains, uses, or abandons open wells, cesspools, cisterns, quarries, recharging basins,

TABLE 6.—BILLS PERTAINING TO HIGHWAYS AND HIGHWAY ADMINISTRATION ENACTED BY THE SEVENTY-FIRST GENERAL ASSEMBLY—1959.

Enacted as	Citation: Laws of Illinois 1959 Page	Citation: Illinois Revised Statutes-1959 Chapter	Citation: Illinois Revised Statutes-1959 Paragraph	Type of Act	Effect of Bill[1]
				Amending:	
*HB 36	71	19	284 et seq.	Canals and Waterways	Creates the Tri-City Regional Port District in Madison County and defines its powers and duties.
SB 9	169	24	696a	Cities and Villages	Amends law regarding tax levies for street and bridge purposes to conform to Illinois Highway Code. (Companion Bill to SB 4).
*SB 86	1300	24	53-2	Cities and Villages	Grants corporate authorities in municipalities of less than 500,000 to forbid construction of buildings on proposed highway right-of-way in areas not subdivided.
SB 143	569	24	84.1-1	Cities and Villages	Provides that any number of streets, public places, etc., or parts thereof, may be included in one proceeding where they are contiguous.
SB 845	2114	24	63-1, 63-2, 63-3, 63-6, 63-7 & 63-8	Cities and Villages	Authorizes municipalities to provide for repair of sidewalks and requires that the contract shall be let to the lowest bidder in municipalities over 500,000 population when the cost exceeds $1,500.
SB 846	2118	24	19-76	Cities and Villages	Provides that contracts involving public improvements of property over $1,500 shall be based upon specifications approved by the city council.
HB 880	1060	24	73-13	Cities and Villages	Provides for publication by municipalities of an official zoning map and authorizes charge of $2 per copy for map.
HB 1527	1876	24	23-1 & 23-115	Cities and Villages	Prohibits the parking of motor vehicles on private property without the consent of the owner of the property.
SB 920	2122	30	34c	Conveyances	Enumerates certain requirements when processing any deed or instrument of conveyance or other instrument to be made a matter of record.
*SB 938	1595			Conveyances	Authorizes the transfer of the Cedar Street Bridge from Peoria to the State of Illinois.
*SB 939	1596			Conveyances	Authorizes the transfer of the Franklin Street Bridge from Peoria to the State of Illinois.
SB 8	171	34	401, 406, 3402, & 3458	Counties	Amends law concerning counties to change references to conform to the Illinois Highway Code. (Companion Bill to SB 4).
SB 85	943	34	3004	Counties	Permits the county board in counties of less than 500,000 in certain instances to forbid the construction of buildings in the right-of-way of planned streets.
HB 418	1880	34	2058	Counties	Increases county highway working cash fund to $1,000,000 for counties over 500,000 in addition to bonds in the amount of $1,600,000 already authorized.
HB 419	2401	34	2052	Counties	Permits counties over 500,000 to increase authorized indebtedness from $11,000,000 to $20,000,000.
SB 412	1371	38	236b	Criminal Code	Prohibits the transportation of nondesensitized liquid nitroglycerin on the highways and provides penalty for violation.
*HB 686	1892	38	228c	Criminal Code	Requires protective covering or fencing on or about dangerous building excavations and provides penalty for violation thereof.
HB 1528	1908	38	568a	Criminal Code	Provides that whoever shall knowingly and wilfully park a motor vehicle upon the land of another without the consent of the owner of the land shall be fined not less than $5 nor more than $50.
SB 5	175	46	2-28	Elections	Amends Section 2-28 of the Election Code to change reference to the Illinois Highway Code. (Companion Bill to SB 4).

HB	332	157	47	14	Eminent Domain	Specifies jurisdiction of the court in certain instances of conflicting claims to compensation.
SB	10	176	53	41	Fees and Salaries	Changes references concerning fees and salaries to conform to the Illinois Highway Code. (Companion Bill to SB 4).
SB	147	733	70	10 & 11	Injuries	Repeals an act to prescribe the duty of an owner or occupant of lands upon which excavations are made in reference to the furnishing of lateral and subjacent support to adjoining lands and structures thereon.
SB	7	177	95½	10-107	Motor Vehicles	Provides that moneys in the Road Fund shall be used for purposes provided in Section 8.3 of an Act in relation to State finance and deletes from section provisions relating thereto. (Companion Bill to SB 4).
SB	13	177	95½	109	Motor Vehicles	Amends references in Section 12 to conform to the Illinois Highway Code. (Companion Bill to SB 4).
SB	79	774	95½	199	Motor Vehicles	Exempts farm-wagon type tank trailers of not over 1,200 gallons capacity and used as fertilizer "nurse tanks" from safety provisions of the Traffic Act.
SB	80	767	95½	3-801	Motor Vehicles	Provides for the registration of farm-wagon type tank trailers of not over 1,200 gallons capacity used during the liquid fertilizer season as field-storage "nurse tanks" and moved on highways in connection therewith.
SB	512	1467	95½	146.01, 146.02, & 147	Motor Vehicles	Prohibits use of electronic speed detectors within 500 feet of warning signs indicating a speed other than the basic limit.
SB	524	1470	95½	6-103	Motor Vehicles	Provides that an instruction permit may be issued to a child who is not less than 15 years of age if such child is enrolled in an approved driver education program and requires an instruction permit to participate therein.
SB	525	1471	95½	6-111	Motor Vehicles	Permits the issuance of a restricted operator's permit to a child not less than 15 nor more than 16 years of age if a parent or guardian or relative with whom the child lives is unable to operate a motor vehicle and an undue hardship results therefrom.
SB	526	1472	95½	6-124	Motor Vehicles	Provides a fee of $2 for a chauffeur's license when issued to the holder of an instruction permit who becomes eligible for such license.
SB	874	2206	95½	114	Motor Vehicles	Amends Section 17 of the Uniform Traffic Act to provide that traffic control devices must conform to the State Manual.
SB	875	2207	95½	129	Motor Vehicles	Defines the effect of yellow shown alone and green arrows shown alone on a traffic control signal.
SB	876	1772	95½	109, 114, & 157	Motor Vehicles	Defines reversible lanes, lane control signals, and prescribes specifications.
*SB	942	1485	95½	210	Motor Vehicles	Prohibits flashing lights on motor vehicles except for indicating turns or a vehicular traffic hazard.
SB	962	2209	95½	108 & 109	Motor Vehicles	Excludes from the operation of the Uniform Traffic Act public ways for vehicular traffic within a park district for which the park district has maintenance responsibility.
*HB	7	49	95½	6-102	Motor Vehicles	Repeals provision allowing persons 14 or more years of age to operate, without a driver's license, a motorcycle, powercycle, motor bicycle, or motor scooter, producing not more than 5 brake horsepower.
HB	41	192	95½	147	Motor Vehicles	Specifies certain instances when absolute speed limits may be instituted on a county, park district, city, village, or incorporated town road.
*HB	65	2433	95½	147.05	Motor Vehicles	Establishes a 20 MPH speed limit on highways passing schools, when properly posted, and on thoroughfares on or across which children pass going to or from school.
HB	76	113	95½	3-605	Motor Vehicles	Provides that automobile registration plates of a member of the Gentral Assembly shall bear the word "official."
HB	164	364	95½	3-801	Motor Vehicles	Provides $2 license fee for emergency vehicles used for the rescue of persons or property and owned by nonprofit organizations.
HB	286	371	95½	3-608	Motor Vehicles	Permits the Secretary of State to issue free motor vehicle license plates to World War I veterans who are receiving total service-connected disability compensation.
HB	344	875	95½	1-108 & 6-104	Motor Vehicles	Adds to the definition of chauffeur, persons employed in connection with the operation of schools and camps who drive motor vehicles transporting children and requires such drivers to be 21 years of age.
HB	428	2053	95½	239.11	Motor Vehicles	Prohibits overloading of buses and vehicles used in transporting children and requires minimum personal injury liability insurance.
HB	629	1165	95½	150	Motor Vehicles	Specifies conditions when an authorized emergency vehicle may be exempt from the speed limits set forth in an Act in relation to the regulation of traffic.
*HB	648	1166	95½	224	Motor Vehicles	Provides that length limitations do not apply to a combination of vehicles consisting of a towing vehicle and a disabled vehicle when removing the disabled vehicle to the nearest repair station.
HB	649	1167	95½	127	Motor Vehicles	Requires local traffic devices to be justified by traffic warrants stated in the State Manual and Specifications.
HB	650	1168	95½	123	Motor Vehicles	Makes the regulation of the speed of vehicles in public parks by local authorities subject to the limitations set forth in Section 50 of the Uniform Traffic Act.
HB	651	1169	95½	110	Motor Vehicles	Amends Section 13 of the Uniform Traffic Act to clarify language in section defining intersection.

TABLE 6.—Continued.

Enacted as	Citation: Laws of Illinois 1959 Page	Citation: Illinois Revised Statutes-1959 Chapter	Citation: Illinois Revised Statutes-1959 Paragraph	Type of Act	Effect of Bill[1]
HB 681	1771	95½	6-106	Motor Vehicles	Provides that applicants for driver's licenses or instruction permits state their resident address on the application.
HB 682	1171	95½	1-162	Motor Vehicles	Amends Section 1-162 of the Illinois Motor Vehicle Law to broaden definition of school bus.
HB 1104	877	95½	211	Motor Vehicles	Amends law in regard to brake requirements on vehicles of three or more axles.
*HB 1105	1486	95½	228	Motor Vehicles	Increases the maximum permissible gross weight of five axle truck tractor semitrailer combinations from 68,000 lbs. to 72,000 lbs. Deletes restriction of 30,000 lbs. on tandem axles for such vehicles.
HB 1106	1487	95½	229a	Motor Vehicles	Establishes penalties for violation of weight laws in certain increments up to 1,000 lbs.
HB 1200	1775	95½	218b	Motor Vehicles	Requires all second division vehicles, with certain exceptions, to be equipped with rear fender splash guards of contour or flat type according to specifications.
HB 1237	1993	95½	100 & 148.1	Motor Vehicles	Redefines farm tractor and defines implements of husbandry. Requires display of red flag when such vehicles are operated on highways at speed less than 20 MPH.
*HB 1317	1994	95½	222	Motor Vehicles	Permits vehicles carrying more than seven persons within the limits of cities and villages in counties of 500,000 or more population to be 9 feet in width with the restriction that they may not be operated on the interstate system.
HB 1393	1777	95½	3-808	Motor Vehicles	Provides that any vehicle used in violation of any provision of the Motor Vehicle Law shall be subject to a lien for the full amount of all unpaid registration fees, flat weight taxes, and damages.
HB 1395	1777	95½	215	Motor Vehicles	Provides that no person shall drive with any objects placed between the driver and the front windshield or between the driver and the rear window which obstructs the driver's clear view of the highway.
HB 1397	1995	95½	3-801	Motor Vehicles	Provides that every person electing to pay a mileage-weight tax shall submit certified reports of mileage traveled making it a crime of perjury to submit false return.
HB 1418	2002	95½	7-201, 7-202, 7-204, 7-205, 7-206, 7-207, 7-208, 7-210, 7-211, 7-212, 7-214, & 7-216	Motor Vehicles	Provides for filing of proof of financial responsibility for future after certain accidents. Provides for reciprocal revocation of licenses of residents who fail to comply with security requirements of other states.
SB 410	1510	109	1	Plats	Enumerates certain instances where the provisions of the Plat Act do not apply and where no plat is required.
HB 1093	1635	24	351 et seq.	Public Utilities	Relates to the creation of local mass transit districts by one or more municipalities or counties for public ownership and operation of mass transit facilities.
SB 11	179	120	417 & 424	Revenue	Amends Motor Fuel Tax Law to make changes to conform to the Illinois Highway Code in references, terminology, and definitions. The Department shall determine the mileage of all township and district roads for MFT allotments. (Companion Bill to SB 4).
*SB 101	649	120	424	Revenue	Changes the amount from $25,000 to $50,000 to be transferred monthly from the Motor Fuel Tax Fund to the Grade Crossing Protection Fund.
SB 378	663	120	429	Revenue	Specifies that no refund shall be claimed or allowed for tax on fuel bought in this State and taken out of this State in the ordinary fuel tank of a motor vehicle.
SB 513	667	120	426a et seq.	Revenue	Amends and resections Section 10½ of the Motor Fuel Tax Law to permit money allotted to municipalities to be used for construction and operation of automatic traffic control signals and permanently mounted school crossing signals.
*SB 4	203	121	1-101 et seq.	Roads and Bridges	New Illinois Highway Code. Revises and codifies existing laws relating to public highways.
SB 12	183	121	307.16	Roads and Bridges	Amends law in relation to State highway police to change references to conform to the Illinois Highway Code. (Companion Bill to SB 4).

SB 326	337	121	314a39.1 & 314a42	Roads and Bridges	Provides that certain funds appropriated by the General Assembly for the State Toll Highway Commission shall be repaid out of the proceeds of the sale of additional bond issues or from tolls.
SB 375	785	121	6-615	Roads and Bridges	Enables highway commissioner in municipalities of less than 20,000 with agreement of corporate authority to extend road construction into the city when funds are authorized by special tax levy.
HB 308	888	121	5-205.6, 6-201.7, 6-205, 6-407, 6-408, & 6-609	Roads and Bridges	Increases from $500 to $1,000 the amount the highway commissioner may spend in a single transaction without approval of the county superintendent of highways.
*HB 377	1184	121	5-501 & 5-602	Roads and Bridges	Provides that if at the end of any fiscal year there is any unappropriated balance in the county bridge fund, it shall operate to reduce in like amount any subsequent levy payable into such fund.
HB 545	1568	121	5-301 & 5-302	Roads and Bridges	Repeals Sections 5-301 and 5-302 of the Illinois Highway Code which deal with long-range improvement plans of counties.
HB 646	1187	121	4-506 & 4-507	Roads and Bridges	Authorizes the Department to acquire and lease lands containing novaculite or other materials capable of being used for the construction of highways.
HB 647	1188	121	4-508	Roads and Bridges	Permits the Department to dispose of at auction or sealed bids land rights or other properties no longer needed for highway purposes. When the Department exchanges such interest for interests of unequal value, cash may be paid or received for the difference in value.
HB 653	1189	121	4-206	Roads and Bridges	Provides that when a State highway through a municipality is abandoned the jurisdiction over the road reverts to the municipality.
HB 655	1189	121	6-701 & 6-701.3	Roads and Bridges	Amends Illinois Highway Code to provide that reimbursement for administration and engineering to the county from township motor fuel tax funds be on an actual cost basis or on a fixed per cent of the construction or maintenance costs.
HB 865	2443	121	5-601	Roads and Bridges	Permits the county board in counties of less than 500,000 to levy tax at a rate not to exceed 10 per cent for machinery, equipment, and buildings, as well as construction and maintenance.
*HB 886	1190	121	10-901 et seq.	Roads and Bridges	Authorizes the Department to acquire and operate certain ferries on the Illinois River.
HB 1048	2042	121	6-508	Roads and Bridges	Provides for accumulation of township tax to pay townships share of joint township-county bridge construction.
HB 1133	1569	121	4-201 & 4-201.13	Roads and Bridges	Authorizes the Department to construct and maintain bridges on Federal-aid highways across streams between this State and adjoining states and to enter into agreements relating thereto.
*HB 1166	1799	121	8-107.1, 9-113, & 9-113.1	Roads and Bridges	Specifies that no commercial establishment be located within the right-of-way of freeways or controlled access highways except telephone service where necessary for the safety and welfare of highway users.
HB 1180	1800	121	5-411 & 6-412	Roads and Bridges	Provides for the construction of all-weather surfaces at mail boxes on county highways, township, and district roads that have all-weather travel surfaces.
HB 1412	2044	121	314.1 et seq.	Roads and Bridges	Provides for the safety of workmen and the general public during construction or repair of highway bridges.
HB 1424	1801	121	5-701, 5-701.8, 5-702, 6-701, 6-701.5, 6-702, 7-202, 7-202.14, & 7-204	Roads and Bridges	Permits a county, township, or municipality if approved by referendum to turn over a portion of motor fuel tax moneys allotted to it to a local mass transit district.
HB 1464	2045	121	6-207	Roads and Bridges	Repeals provision for payment of highway commissioners' compensation from permanent road fund.
HB 1509	2047	121	9-112	Roads and Bridges	Forbids advertising facilities along public highways which are similar to highway signs.
*HB 1543	786	121	4-215	Roads and Bridges	Provides that Department may file territorial maps for area on sides of highway with county or municipality when Department believes subdivision development would affect highway.
HB 1572	2048	121	356c	Roads and Bridges	Allows disconnection of a territory from a street lighting district when such territory is annexed to a municipality which provides street lighting.
SB 6	185	127	144.3	State Government	States purposes for which appropriations may be made from the State Road Fund. (Companion Bill to SB 4).
SB 97	1581	127	63s-9	State Government	Amends law relating to Bi-State Metropolitan District and Bi-State Development Agency to delete provisions permitting such agency to construct and maintain parking facilities.

TABLE 6.—Concluded.

Enacted as	Citation: Laws of Illinois 1959 Page	Citation: Illinois Revised Statutes-1959 Chapter	Citation: Illinois Revised Statutes-1959 Paragraph	Type of Act	Effect of Bill[1]
SB 687	898	127	145	State Government	Requires a copy of certain real estate leases entered into by State authority to be filed with the Auditor of Public Accounts within 30 days after execution.
HB 1300	1838	127	71	State Government	Revises law in relation to State contracts to require bidder's bond to have one corporate surety.
*HB 1546	798	127	25	State Government	Provides that the Director of the Department shall make a report to the Governor covering the Division of Highways for each fiscal year ending July 1 of each year.
HB 1547	799	127	52a et seq.	State Government	Repeals an Act in relation to the acquisition of raw materials and manufactured products entering into public improvements of the State and defining the powers of the Department with reference thereto.
SB 15	187	134	4	Telegraph and Telephone Companies	Amends law in relation to telegraph companies to provide that any placement by them on State right-of-way is subject to the provisions of the Illinois Highway Code. (Companion Bill to SB 4).
SB 16	188	134	20	Telegraph and Telephone Companies	Revises law in relation to telephone companies to require that they conform with provisions of the Illinois Highway Code when constructing facilities along any public highway. (Companion Bill to SB 4).
*SB 14	188	144	78c	Universities, Etc.	Enables publicly supported institutions of higher learning to acquire jurisdiction of certain public streets and roads which adjoin or which are or may be used as access roads to airports owned by such institutions. (Companion Bill to SB 4).
SB 64	101			Appropriation	Appropriates additional $400,000 from the Garage Revolving Fund to the Department for the Division of Highways for operation of State garages.
SB 91	99			Appropriation	Appropriates $1,202,000 for making flood control and drainage improvements in Salt Creek in Cook and DuPage counties.
SB 92	88			Appropriation	Appropriates $870,720 for making flood control and drainage improvements in Flag Creek in Cook and DuPage counties.
*SB 100	1285			Appropriation	Appropriates $600,000 from the Grade Crossing Protection Fund for payment for installation of crossing protection at places where a public highway crosses a railroad at grade.
SB 156	1377			Appropriation	Appropriates $150,000 for the establishment of a State-wide plan of drainage and flood control for all watershed areas.
*SB 158	1583			Appropriation	Creates commission to study pension, annuity, and benefit laws relating to government employees. Appropriates $65,000 for expenses.
SB 193	545			Appropriation	Appropriates $1,021 to pay the State's share for local improvements on Commerce Street in Galena upon which State property abuts.
*SB 704	426			Appropriation	Appropriates $21,128,328 from the Road Fund for expenses of the Automobile Department, Driver's License Department, and Safety Responsibility Section.
*SB 760	448			Appropriation	Appropriates $6,500,000 from the Driver Education Fund to the Superintendent of Public Instruction for reimbursement to school districts for conducting drivers' education courses.
SB 763	526			Appropriation	Appropriates $1,434,479, of which $15,000 is for expenses of the Motor Vehicle Laws Commission, for the ordinary and contingent expenses of certain agencies of the State government.

*SB 767	455			Appropriation	Appropriates $5,653,842, of which $476,000 is from the Road Fund for expenses of Division of Architecture and Engineering, for the ordinary and contingent expenses of the Department.
*SB 768	690			Appropriation	Appropriates $30,732,692 from the MFT Fund to the Department of Revenue of which $30,000,000 is to pay MFT refunds and the remainder for administration of the MFT law.
SB 801	547			Appropriation	Appropriates $801,000 to make improvements in the East Branch of Stony Creek in Cook County.
*SB 841	827			Appropriation	Appropriates and reappropriates $237,129,000 from MFT Fund for distribution to cities, counties, and townships and appropriates $350,000 from the Road Fund to pay workmen's compensation claims.
*SB 842	832			Appropriation	Appropriates $21,683,284 for State Highway police expense; $1,321,928 for Truck Regulation; and $67,540 for Merit Board expenses, all from the Road Fund.
*SB 913	470			Appropriation	Creates commission to codify township laws and to study township problems. Appropriates $10,000 for expenses.
*SB 935	850			Appropriation	Appropriates $649,103,099 and reappropriates $184,361,756 from the Road Fund; $3,240,590 from the MFT Fund; and $4,201,190 from the Garage Revolving Fund to the Department for ordinary and contingent expenses of the Division of Highways.
*SB 980	901			Appropriation	Reappropriates $1,604,208 from the Road Fund to the Department for highway buildings and other capital improvements.
*SB 983	530			Appropriation	Appropriates $517,000 from Road Fund to Department of Public Safety for State police buildings; $3,381,473 from Road Fund to the Department for highway and maintenance buildings; and $600,000 from Grade Crossing Protection Fund for improvements to grade crossings.
HB 119	111			Appropriation	Appropriates $135,000 for construction of a lock and other facilities at McHenry Dam in Fox River, McHenry County.
HB 161	810			Appropriation	Appropriates $650,070 to pay a portion of the cost of construction of a dam and reservoir to be erected on the Kaskaskia River at or near Carlyle, Illinois.
HB 330	155			Appropriation	Appropriates $100,000 for improvements to the Post-Creek Cut-Off in Pulaski County to alleviate flood conditions.
*HB 337	51			Appropriation	Appropriates $450,000 from Road Fund to Secretary of State for building in Cook County for administering of laws relating to motor vehicles.
*HB 1068	1599			Appropriation	Creates the Mississippi Scenic Parkway Commission to continue to aid in the promotion of a scenic parkway and highway. Appropriates $12,000 for expenses.
HB 1134	1602			Appropriation	Appropriates $1,515,000 from the Road Fund to the Department for removing two bridges over Calument Sag Channel in Blue Island.
HB 1266	1615			Appropriation	Appropriates $225,000 for improvements in the East Branch of the DuPage River and tributaries at or near Lisle in DuPage County, Illinois.
*HB 1298	2073			Appropriation	Creates a Metropolitan Transit Authority Commission to study the possibility of creating a municipal corporation for public ownership and operation of a transportation system in the metropolitan area of Cook, Lake, DuPage, Kane, and Will counties. Appropriates $25,000 for expenses.
HB 1444	1856			Appropriation	Appropriates $1,178 to pay State's share of special assessment for local improvements in and along 8th Avenue in Rock Falls upon which State property abuts.
*HB 1617	518			Appropriation	Appropriates $30,309 from the Road Fund to pay Court of Claims awards.

[1] The Department of Public Works and Buildings is designated "Department" in the description of the bills given in this table.
* Denotes bills discussed in the text of Section II, Legislation, of this report.

catch basins, excavations for the erection of buildings or caused by the removal of buildings, or sumps, must cover them suitably or surround such installations with protective fencing. These provisions shall not apply, however, during the course of repair, construction, removal, or filling of the structures while there is a workman present or a watchman to guard the location.

House Bill 886 authorized the Department of Public Works and Buildings to acquire the franchise and all equipment, boats, landing facilities, and other appurtenances of any ferry in existence on March 15, 1959 operating on the Illinois River and connecting any road a part of the county highway system in any county having not more than 7,000 inhabitants with any State highway in any county having not more than 16,000 inhabitants (both 1950 census). The Department may maintain and operate any ferry acquired as a free ferry service for the conveyance of persons and property across the Illinois River providing such operation is justified by the amount of traffic using the ferry. The location of ferry landings and the route of any ferry acquired and operated shall be as the Department determines. The Department may use funds regularly appropriated to it for the construction and maintenance of highways for these purposes.

House Bill 1166 provides that no commercial establishment for serving motorists or highway users shall be located within the right-of-way of, or on publicly-owned or publicly-leased land acquired or used for, or in connection with a freeway or a controlled access highway. However, telephone service can be established within the right-of-way of fully controlled access highways where necessary for the safety and welfare of highway users.

House Bill 1543 enables the Department of Public Works and Buildings to file with the governing body of any municipality or county a map of any territory within one-half mile on either or both sides of a State highway routing in which territory the Department believes subdivision development would have an effect upon an existing State highway or a future State highway the route of which has been adopted by the Department. The municipality or county then shall send territorial maps to the Department showing any subdivision located in territory outlined by the territorial map. The Department may then make recommendations regarding the effect of the proposed subdivision upon the highway.

4. LAWS AFFECTING HIGHWAY ADMINISTRATION.—*Senate Bill 4* revised and codified the laws relating to roads and bridges resulting in a new Illinois Highway Code. This was a result of the work of an interim commission created by House Bill 1012 enacted by the Seventieth General Assembly. Based upon present maintenance responsibility, all public highways were classified into one of four systems: the State highway system, the county highway system, the township and district road system, and the municipal street system. There were 29 existing statutes repealed entirely and 4 statutes repealed in part. Existing provisions of the Motor Fuel Tax Law relating to use of motor fuel tax funds were transferred to the code. The code permits counties of less than 500,000 population to designate as county highways 25 per cent of the counties total rural road mileage.

Several bills were passed amending laws to conform to provisions of the Highway Code. These bills are shown in Table 6 and include *Senate Bills 5 to 16, inclusive.* After enactment of the code, amendments were made in subsequent bills which are also listed in Table 6.

Senate Bill 14 authorized each highway commissioner and each county superintendent of highways to enter into agreements with universities and colleges for the transfer of jurisdiction and control over public roads and streets which adjoin or which are or may be used as access roads to airports owned by the educational institution. Upon such transfer and for the duration of the agreement, the educational institution shall assume exclusive jurisdiction of the roads and streets for the purpose of traffic regulation, control, and policing. The agreement may also provide that the responsibility for the maintenance and repair of such roads shall be vested in the educational institution.

Senate Bills 938 and 939 authorize the City of Peoria to give the Cedar Street Bridge and the Franklin Street Bridge, each carrying State highways over the Illinois River at Peoria, to the State of Illinois and provide that upon presentation of deeds for these bridges by the city the Department of Public Works and Buildings shall assume responsibility for their construction, maintenance, and operation.

House Bill 36 created the Tri-City Regional Port District and defined in detail its powers and duties. This was an emergency measure passed to aid in the more efficient economic development of the Tri-City area, the growth of which had been retarded because of the lack of adequate port, storage, and transport facilities. The area in the Port District embraces the following territory in Madison County: all the territory included within the townships of Granite City, Venice, and Nameoki; that part of the township of Chouteau which lies south of the Cahokia diversion canal; and all of Chouteau and Gaboret Islands.

House Bill 377 provided that if at the end of any fiscal year of a county there is any unappropriated balance in the county bridge fund it shall operate to reduce in like amount any subsequent tax levy payable into such fund.

House Bill 1546 provided that the Director of the Department of Public Works and Buildings shall make a report to the Governor concerning the condition, management, and financial transactions covering the Division of Highways for each fiscal year ending July 1 of each year.

5. COMMISSIONS.—*Senate Bill 158* created a commission to study further the pension and annuity and benefit laws relating to employees and officers in government service. The commission is to investigate the practicability of codifying all public pension laws and submit a report of its findings to the Seventy-second General Assembly, including drafts of recommended legislation.

Senate Bill 913 created a commission to codify township laws and to survey and study problems pertaining to townships and township government. A detailed report of its findings and recommended legislation is to be made to the Seventy-second General Assembly.

House Bill 1068 created the Mississippi Scenic Parkway Commission for the purpose of continuing to aid in the promotion and securement of a scenic parkway and highway for the State of Illinois, and to aid in securing the location of Federal parks within Illinois and to protect the interests of the people of Illinois in this project. A report of the commission's work is to be made to the Seventy-second General Assembly.

House Bill 1298 created a commission to investigate and study the possibility of creating a municipal corporation for public ownership and operation of a transportation system in the metropolitan area composed of Cook, Lake, DuPage, Kane, and Will Counties. A report of the commission's findings and recommendations is to be made to the Seventy-second General Assembly.

6. USE OF MOTOR FUEL TAX FUNDS.—*Senate Bill 101* amended the Motor Fuel Tax Law to increase the amount transferred to the Grade Crossing Protection Fund from $25,000 to $50,000 monthly.

7. APPROPRIATION BILLS.—(a) *Senate Bill 935* contained the appropriations of funds for the ordinary and contingent expenses of the Division of Highways during the 71st biennium. The amounts and the funds from which the appropriations are made are given in the following tabulation:

ROAD FUND:		
Highway construction ($184,361,756 reappropriation)	$ 710,326,891	
Highway maintenance	62,762,760	
Administration and engineering	49,706,092	
Highway traffic control	9,797,360	
Drivers' Responsibility Law administration	871,752	
Total from Road Fund		$ 833,464,855
MOTOR FUEL TAX FUND:		
Administration of county, city, and township work		3,240,590
GARAGE REVOLVING FUND:		
Operation and maintenance of State garages		4,201,190
Total appropriations to Division of Highways		$ 840,906,635

(b) *Highway Buildings and Grounds.*—Four bills enacted by the Seventy-first General Assembly appropriated funds from the Road Fund for improvements to various State highway buildings. *Senate Bill 767* appropriated $476,000 for the expenses of the Division of Architecture and Engineering incident to construction of highway buildings. *Senate Bill 980* reappropriated $1,604,208 of unexpended funds from appropriations made by the Seventieth General Assembly for highway buildings and other capital improvements. *House Bill 337* appropriated an additional $450,000 to the Secretary of State for construction and equipment of buildings in Cook County for the administration of laws relating to motor vehicles. (See House Bill 1120, 1957 Annual Report).

Senate Bill 983 provided for the following improvements to State

highway buildings and grounds:

Location	*Improvement*	*Amount*
Various locations	Purchase of land for maintenance storage buildings	$ 61,000
Various locations	Truck weighing stations and grounds	40,000
Carbondale	District headquarters buildings and grounds	68,485
Dixon	Improvement to district office building	203,308
Paris	District headquarters buildings and grounds	200,000
Peoria	District headquarters buildings and grounds	35,480
Springfield	District headquarters buildings and grounds	559,200
Various locations	Improvements to buildings and grounds	60,000
Effingham	District headquarters buildings and grounds	50,000
Springfield	Equipment repair and fabricating shop building at North MacArthur Boulevard	125,000
Various locations	Construction of maintenance storage buildings, maintenance radio station buildings, storage yards, etc.	1,939,000
Various locations	Maintenance storage buildings and grounds	40,000
Total		$ 3,381,473

(c) *Highway-user Taxes Appropriated to Other Departments.*—Several appropriations were made from highway-user funds to finance highway services of various State departments which are not included in appropriations of Senate Bill 935. Some of these are listed below:

Bill	Fund	Department	Purpose	Amount
HB 1617	Road	Auditor of Public Accounts	Pay Court of Claims awards	$ 30,309
SB 841	Road	Department of Finance	Pay claims of injured State highway and State police employees	350,000
SB 842	Road	Department of Public Safety	State police	21,683,284
SB 842	Road	Department of Public Safety	Truck traffic regulations	1,321,928
SB 842	Road	State Police Merit Board	Expense of Merit Board	67,540
SB 983	Road	Department of Public Safety	State Police Buildings	517,000
SB 704	Road	Secretary of State	Automobile Department	11,156,922
SB 704	Road	Secretary of State	Drivers License Department	9,343,766
SB 704	Road	Secretary of State	Safety Responsibility Section	627,640
			Total Road Fund to other departments	$45,098,389
SB 841	MFT	Department of Finance	Pay county MFT allotments	$82,221,000
SB 841	MFT	Department of Finance	Pay municipal MFT allotments	111,735,000
SB 841	MFT	Department of Finance	Pay township MFT allotments	43,173,000
SB 768	MFT	Department of Revenue	Pay gas tax refunds and expenses of Motor Fuel Tax Division (Dept. of Revenue)	30,732,692
			Total MFT Fund to other departments	$267,861,692
SB 760	Driver Education	Superintendent of Public Instruction	Reimbursement to school districts for conducting driver education classes	$ 6,500,000
SB 100 & SB 983	Grade Crossing Protection	Department of Public Works and Buildings	Improve railroad-highway crossings	$ 1,200,000
			Total to all other departments	$320,660,081

III. FINANCING

1. GENERAL.—Financing the improvements and maintenance of the system of State highways in Illinois involves the expenditure and recording of large sums of money annually. Budgeting, accounting, and auditing of highway funds are the responsibility of the Bureau of Administrative Service. Through this Bureau vouchers are issued and records kept of all financial transactions in highway funds; detailed records are made of maintenance and construction costs on each section of State highway; State highway funds expended by local governments are audited annually; budgets are prepared; Division personnel records are kept; and statistical reports are issued periodically concerning all phases of highway financing in Illinois.

Summarization of State highway finance is portrayed in the discussion and tables which follow.

2. RECEIPTS, EXPENDITURES, AND BALANCES.—Table 12 gives a summarization of revenues and expenditures of State highway funds in Illinois during 1959. More funds were received and expended in 1959 than in any previous year. Revenues were 23.3 per cent greater and expenditures 9.6 per cent more than those for 1958.

(a) *Receipts.*—During 1959 a total of $443,643,559.27 of highway revenue was deposited in the State Treasury. Not all of this was available for primary highway work. Of the $156,360,821.97 motor fuel tax collected, refunds to nonhighway users, collection costs, and allotments to counties, cities, and townships and to the Grade Crossing Protection Fund totaled $106,501,250.85, leaving $49,859,571.12 to the Division of Highways. Likewise included in the $94,745,386.67 received from registration fees there were collection costs, payments to the State highway police, reserve for retirement of State highway bonds, and allowance for miscellaneous items, which when deducted left $64,903,940.88 available to the Division of Highways. Table 12 shows of the total highway receipts amounting to $443,643,559.27, after the deductions mentioned above $307,300,862.63 remained for construction, engineering, and maintenance by the Division of Highways.

The following tabulation compares State highway receipts for 1958 and 1959.

Type of Receipt	1958	1959	Change	
			Amount	Per Cent
Registration fees	$ 95, 583, 744.21	$ 94, 745, 386.67	$ —838, 357.54	—0.88
Federal aids and grants	107, 089, 299.33	183, 086, 159.17	+75, 996, 859.84	+70.97
Miscellaneous collections	7, 534, 752.80	9, 451, 191.46	+1, 916, 438.66	+25.43
Motor fuel tax	149, 587, 737.45	156, 360, 821.97	+6, 773, 084.52	+4.53
Total regular receipts	$359, 795, 533.79	$443, 643, 559.27	$+83, 848, 025.48	+23.30
Receipts from General Revenue Fund				
Total receipts available	$359, 795, 533.79	$443, 643, 559.27	$+83, 848, 025.48	+23.30

(b) *State Highway Expenditures.*—The amount expended by the Division, $297,513,085.63 in 1959, exceeded that of 1958 by $47,368,-706.41, or 18.94 per cent, while the total State highway expenditures and advances to local governments for highway purposes was up 9.60 per cent when compared with that of 1958. The tabulation which follows compares the amounts expended in 1959 with those of the previous year.

Expenditures by or for	1958	1959	Change	
			Amount	Per Cent
Division of Highways	$250, 144, 379.22	$297, 513, 085.63	$+47, 368, 706.41	+18.94
Counties	28, 116, 818.19	29, 658, 206.79	+1, 541, 388.60	+5.48
Municipalities	53, 377, 586.73	37, 161, 191.62	—16, 216, 395.11	—30.38
Townships and road districts	13, 480, 380.81	12, 920, 850.64	—559, 530.17	—4.15
Other State departments	34, 612, 164.70	38, 618, 922.01	+4, 006, 757.31	+11.58
Grade Crossing Protection Fund	179, 096.67	525, 084.84	+345, 988.17	+193.19
Total	$379, 910, 426.32	$416, 397, 341.53	$+36, 486, 915.21	+9.60

(c) *Balances.*—The closing balance in all State highway funds at December 31, 1958 was $86,833,057.06 as shown in the 1958 Annual Report. At the end of 1959 a total balance of $114,079,274.80 remained in all highway funds. Of this amount only $32,193,803.61 was available for commitments of the Division of Highways, against which liabilities for contracts in force and reserves for other construction work and commitments amounted to $150,063,732.59. The following tabulation shows the balances in the various accounts at January 1, and at December 31, 1959.

Fund	Balances at January 1, 1959	Balances at December 31, 1959	Change
Road Fund	$15,360,276.65	$30,794,885.12	$+15,434,608.47
Motor Fuel Tax Fund:			
Division of Highways	1,485,343.99	1,487,418.49	+2,074.50
Counties	22,492,736.06	24,797,527.93	+2,304,791.87
Municipalities	31,226,665.36	39,839,455.33	+8,612,789.97
Townships and road districts	15,525,169.31	16,467,207.08	+942,037.77
State Treasurer, relief bonds	225.00	225.00	----------
Grade Crossing Protection Fund	742,640.69	692,555.85	—50,084.84
Totals	$86,833,057.06	$114,079,274.80	$+27,246,217.74

3. SOURCES OF STATE HIGHWAY REVENUE. — The sources of funds for highway purposes in Illinois are (a) vehicle registration fees, (b) motor fuel tax, (c) Federal aids, (d) State general revenue fund appropriations, and (e) miscellaneous collections.

TABLE 7.—DETAIL OF HIGHWAY REVENUES FOR CALENDAR YEAR 1959.

ROAD FUND REVENUES:			
Motor license and operators' license fees		$ 94,745,386.67	
Federal aids and grants:			
Regular Federal-aid program	$ 30,443,469.37		
Federal secondary program	15,490,705.67		
Federal urban program	23,974,368.39		
Federal interstate program	111,370,656.73		
Federal forest highway program	121,940.00		
Bureau of Public Roads administrative fund	1,685,019.01[1]		
Total Federal aids and grants		183,086,159.17	
Miscellaneous collections:			
Secretary of State refunds	$ 3,880.28		
Department of Finance refunds	209.57		
Public Safety refunds	44,268.95		
Reimbursement of expenses	1,727,786.22		
Reimbursement from counties for right-of-way advances	4,642.72		
Reimbursement from counties for construction advances	73,712.60		
Reimbursement from counties for secondary road construction	5,836,892.03		
Reimbursement from municipalities for construction cost advances	1,207,868.34		
Fines and penalties	551,930.75		
Total miscellaneous collections		9,451,191.46	
Transfers from Motor Fuel Tax Fund		48,518,034.89	
Total Road Fund revenues			$ 335,800,772.19
MOTOR FUEL TAX REVENUES:			
Motor fuel tax collected		$ 156,360,821.97	
Less amount transferred to Road Fund		48,518,034.89	
		$ 107,842,787.08	
Less amount transferred to Grade Crossing Protection Fund		475,000.00	
Total Motor Fuel Tax Fund revenues			107,367,787.08
GRADE CROSSING PROTECTION FUND REVENUES:			
Transfers from Motor Fuel Tax Fund			475,000.00
Total revenues, all funds			$ 443,643,559.27

[1] Federal funds received from Bureau of Public Roads administrative funds representing the shares of the Federal Government, other States, and other organizations in that portion of the AASHO Road Test which was financed by the State of Illinois.

Year	Road Fund: Motor License and Operators' License Fees	Road Fund: Federal Aid	Road Fund: Miscellaneous	Road Fund: Motor Fuel Tax[1]	Road Fund: Total	Bond Funds 60M and 100M Issues	Motor Fuel Tax Fund	Grade Crossing Protection Fund	Trust Fund	General Revenue Fund Allocations for Highway Purposes	Total
1911	$ 74,552.59				$ 74,552.59						$ 74,552.59
1912	364,708.03				364,708.03						364,708.03
1913	499,802.45				499,802.45					$ 48,747.07	548,549.52
1914	700,233.00				700,233.00					100,938.11	801,171.11
1915	903,284.09				903,284.09					140,903.07	1,044,187.16
1916	1,238,483.92				1,238,483.92					236,651.02	1,475,134.94
1917	1,629,445.26				1,629,445.26					69,529.12	1,698,974.38
1918	2,770,084.60		$ 85.00		2,770,169.60						2,770,169.60
1919	3,236,448.71	$ 527,709.65	1,443.50		3,765,601.86						3,765,601.86
1920	5,856,044.48	5,197,089.40	58,861.68		11,111,995.56						11,111,995.56
1921	6,862,125.83	3,802,430.46	221,645.55		10,886,201.84	$ 4,709,477.78					15,595,679.62
1922	7,904,219.71	1,733,334.86	132,495.77		9,770,050.34	12,023,966.76					21,794,017.10
1923	9,689,702.77	4,257,276.06	135,485.61		14,082,464.44	24,100,867.70					38,183,332.14
1924	11,557,838.94	3,565,058.69	300,045.58		15,422,943.21	[2]21,526,300.00					36,949,243.21
1925	13,050,977.39	2,717,923.43	514,260.69		16,283,161.51	19,630,300.00					35,913,461.51
1926	13,937,579.64	2,036,921.95	214,330.36		16,188,831.95	4,953,100.00				4,863.73	21,146,795.68
1927	15,589,365.19	2,997,912.78	216,671.59	$ 3,953,047.72	22,756,997.28	12,157,100.00				34,559.44	34,948,656.72
1928	15,069,830.33	4,054,652.00	425,556.10	2,439,728.14	21,989,766.57	35,048,600.00				296,531.80	57,334,898.37
1929	17,035,596.03	3,482,065.67	454,193.15		20,971,854.85	19,566,600.00	$ 1,616,185.06			374,021.42	42,528,661.33
1930	18,353,865.44	4,089,891.72	347,066.64	14,813.95	22,805,637 75		34,175,312.05			167,425.43	57,148,375.23
1931	19,201,521.14	10,063,542.21	293,793.69	36,530.40	29,595,387.44		30,222,440.40			223,585.88	60,041,413.72
1932	16,812,097.50	4,888,086.14	195,232.94	502,762.35	22,398,178.93	1,983,500.00	29,060,264.01			27,801.78	53,469,744.72
1933	15,544,501.29	7,271,723.92	272,550.28		23,088,775.49		30,920,366.65			23,918.20	54,033,060.34
1934	18,189,190.93	13,663,956.76	178,430.17		32,031,577.86		31,006,380.09				63,037,957.95
1935	19,988,807.85	8,880,882.56	197,548.18		29,067,238.59		31,771,511.28				60,838,749.87
1936	18,685,682.83	18,449,527.07	180,772.26		37,315,982.16		35,433,014.14				72,748,996.30
1937	21,283,188.44	15,648,505.31	299,437.77		37,231,131.52		38,950,820.29				76,181,951.81
1938	21,754,616.24	9,194,477.62	231,517.19		31,180,611.05		39,536,348.09				70,716,959.14
1939	24,678,040.42	7,283,227.14	604,474.51		32,565,742.07		42,327,572.43				74,893,314.50
1940	24,037,765.01	9,330,449.44	637,548.51		34,005,762.96		45,286,015.72				79,291,778.68
1941	25,852,799.98	5,586,877.20	591,285.65		32,030,962.83		48,648,263.73				80,679,226.56
1942	23,771,384.62	3,970,309.57	527,099.93		28,268,794.12		44,584,819.98				72,853,614.10
1943	24,037,431.29	7,182,876.22	159,735.91		31,380,043.42		34,015,607.91			221,026.40	65,616,677.73
1944	22,942,106.55	2,717,935.17	[3]140,916.12		25,800,957.84		35,166,505.80			853,119.84	61,820,583.48
1945	23,396,891.33	1,405,921.39	[4]496,090.29		25,298,903.01		37,486,710.53			287,265.11	63,072,878.65
1946	27,917,192.83	2,754,479.49	295,731.69		30,967,404.01		48,711,836.17			13,420,060.59	93,099,300.77
1947	30,492,814.24	6,227,802.26	993,400.15		37,714,016.65		53,801,933.48			2,187,074.84	93,703,024.97
1948	32,892,386.26	14,827,994.23	2,645,795.30		50,366,175.79		58,889,358.50			13,189,757.18	122,445,291.47
1949	41,986,130.32	15,526,936.34	2,693,251.72	9,809,067.97	70,015,386.35		52,599,525.21			2,817,380.87	125,432,292.43
1950	40,437,007.68	14,553,825.13	1,762,456.26	19,632,478.32	76,385,767.39		48,530,845.50		$1,347,061.42	343,391.77	126,607,066.08
1951	44,607,331.92	18,413,925.26	907,511.57	20,018,519.39	83,947,288.14		57,836,644.17		2,471,795.73	354,071.26	144,609,799.30
1952	52,327,170.57	26,908,982.94	2,546,878.69	27,448,212.23	109,231,244.43		69,707,721.74		1,343,596.23	333,296.04	180,615,858.44
1953	69,647,775.00	25,800,389.22	6,700,031.16	38,636,458.54	140,784,653.92		87,314,714.65		376,553.62	327,836.95	228,803,759.14
1954	71,942,193.55	26,955,333.75	5,014,534.97	38,518,698.60	142,430,760.87		92,846,072.45		130,718.46	287,931.54	235,695,483.32
1955	74,929,696.50	35,140,812.81	6,730,105.38	43,289,613.36	160,090,228.05		94,336,154.26	$125,000.00		284,371.77	254,835,754.08
1956	86,103,830.45	32,445,599.00	7,088,621.34	43,701,119.35	169,339,170.14		98,837,789.35	300,000.00		288,821.22	268,765,780.71
1957	89,472,754.46	32,899,818.43	8,221,293.43	45,611,615.12	176,205,481.44		100,530,159.38	300,000.00		155,513.08	277,191,153.90
1958	95,583,744.21	107,089,299.33	7,477,916.44	46,864,864.08	257,015,824.06		102,479,709.73	300,000.00			359,795,533.79
1959	94,745,386.67	183,086,159.17	9,451,191.46	48,518,034.89	335,800,772.19		107,367,787.08	475,000.00			443,643,559.27
Total	$1,319,585,628.48	$706,631,921.75	$70,557,294.18	$388,995,564.41	$2,485,770,408.82	$155,699,812.24	$1,663,998,389.83	$1,590,000.00	$5,669,725.46	$37,100,394.53	$4,349,738,730.88

[1] Revenues received prior to 1933 had consisted of 1927 gas tax receipts, subsequent to 1933 they have consisted of 1929 Motor Fuel Tax collections deposited in Road Fund.
[2] The $21,526,300.00 shown consists of $17,624,000.00 from the $60M issue and $3,902,300.00 from the $100M issue. All Bond Fund receipts before 1924 are from the $60M issue and after 1924 from the $100M issue.
[3] Does not agree with figure published in 1944 Annual Report because of auditing adjustments.
[4] Includes $250,000.00 transferred from the State Garage Revolving Fund as a reimbursement of funds advanced in 1943.

The amount received from each of these sources has been shown in accompanying tabulations, but little has been said of their source or collection. These are explained briefly in the discussion which follows.

(a) *Vehicle Registration Fees.*—Fees in this item include State licenses issued for motor vehicles, trailers, drivers and chauffeurs, and for miscellaneous purposes relating to motor vehicles. Registration fees are collected by the Secretary of State and deposited in the Road Fund. Collection expense incurred is payable from the Road Fund.

TABLE 9.—MOTOR VEHICLES REGISTERED IN ILLINOIS, 1911-1959.[1]

Registration Year	Number of Vehicles Registered					
	Passenger Cars	Trucks and Buses	Motorcycles	Trailers	Dealers' Licenses	Chauffeur Registrations
1911	39, 269	----------	4, 346	----------	----------	----------
1912	68, 012	----------	9, 238	----------	874	8, 162
1913	94, 646	----------	12, 183	----------	1, 041	13, 153
1914	131, 140	----------	14, 852	----------	1, 198	17, 827
1915	180, 832	----------	15, 710	----------	1, 458	22, 995
1916	248, 429	----------	14, 931	----------	2, 671	33, 022
1917	340, 292	----------	13, 740	----------	3, 745	43, 679
1918	389, 701	----------	10, 834	----------	3, 548	45, 696
1919	478, 438	----------	10, 920	----------	4, 960	53, 123
1920	503, 762	65, 307	10, 597	----------	6, 282	69, 365
1921	583, 441	80, 031	8, 935	----------	7, 041	69, 226
1922	682, 250	99, 876	7, 871	----------	4, 214	56, 789
1923	847, 005	122, 282	7, 612	----------	4, 516	92, 871
1924	981, 859	141, 706	6, 873	2, 044	4, 488	96, 924
1925	1, 101, 943	161, 234	6, 603	3, 777	4, 557	99. 372
1926	1, 195, 014	175, 489	6, 156	3, 350	4, 688	102, 849
1927	1, 254, 421	184, 564	6, 135	3, 489	4, 594	100, 398
1928	1, 314, 003	190, 356	5, 826	3, 742	4, 548	94, 169
1929	1, 410, 913	204, 175	6, 055	5, 068	4, 605	106, 551
1930	1, 429, 146	209, 114	6, 245	7, 341	4, 368	108, 538
1931	1, 411, 261	201, 509	5, 811	9, 283	3, 883	93, 056
1932	1, 311, 783	181, 715	5, 274	8, 950	3, 266	70, 788
1933	1, 276, 864	186, 186	4, 959	9, 228	2, 922	66, 559
1934	1, 285, 434	178, 496	4, 766	10, 792	3, 449	70, 584
1935	1, 342, 904	190, 843	5, 291	14, 636	3, 896	78, 931
1936	1, 459, 195	208, 926	5, 924	18, 408	3, 963	90, 228
1937	1, 556, 702	220, 639	6, 490	23, 475	4, 329	97, 573
1938	1, 567, 775	222, 582	6, 848	23, 396	4, 199	88, 974
1939	1, 626, 689	232, 888	7, 227	25, 296	4, 363	123, 313
1940	1, 707, 512	228, 889	7, 742	29, 349	4, 679	135, 299
1941	1, 825, 142	234, 703	7, 672	32, 236	4, 862	141, 199
1942	1, 747, 253	233, 386	9, 242	30, 429	3, 742	141, 680
1943	1, 592, 837	221, 634	8, 247	26, 014	3, 282	125, 576
1944	1, 518, 629	216, 930	8, 381	26, 371	3, 904	125, 182
1945	1, 508, 222	224, 929	8, 834	31, 776	4, 595	142, 714
1946	1, 614, 490	254, 059	16, 016	45, 998	6, 332	193, 854
1947	1, 753, 109	291, 749	22, 506	51, 864	7, 028	214, 618
1948	1, 904, 991	317, 048	30, 369	56, 369	7, 603	232, 637
1949	2, 078, 704	336, 044	28, 627	56, 943	7, 349	242, 192
1950	2, 286, 929	362, 713	26, 682	60, 744	7, 347	252, 993
1951	2, 407, 130	382, 335	24, 782	64, 971	7, 560	262, 366
1952	2, 457, 010	382, 715	24, 020	68, 079	7, 783	267, 150
1953	2, 580, 669	377, 073	23, 637	72, 699	7, 941	270, 046
1954	2, 694, 251	393, 046	22, 880	80, 545	7, 680	267, 115
1955	2, 858, 869	409, 217	23, 263	90, 249	7. 868	270, 500
1956	2, 984, 584	423, 910	24, 004	104, 549	8, 321	300, 146
1957	3, 076, 362	436, 382	24, 755	116, 493	8, 502	298, 746
1958	3, 127, 657	441, 880	33, 436	131, 524	9, 174	301, 185
1959	3, 221, 902	457, 633	27, 904	146, 319	9, 015	297, 064

[1] Reported by Secretary of State.

TABLE 10.—PERCENTAGE OF THE 1959 STATE MOTOR VEHICLE LICENSE FEES PAID BY RESIDENTS OF EACH COUNTY.

County	Per Cent of Fees Collected		County	Per Cent of Fees Collected	
	In All Counties	In Down-State Counties[1]		In All Counties	In Down-State Counties[1]
Adams	.834	1.469	Lee	.457	.806
Alexander	.145	.256	Livingston	.618	1.089
Bond	.208	.367	Logan	.403	.710
Boone	.231	.407	Macon	1.325	2.334
Brown	.095	.167	Macoupin	.531	.936
Bureau	.570	1.004	Madison	2.236	3.940
Calhoun	.075	.132	Marion	.555	.977
Carroll	.262	.461	Marshall	.189	.333
Cass	.226	.398	Mason	.232	.409
Champaign	1.215	2.140	Massac	.195	.343
Christian	.510	.898	McDonough	.391	.689
Clark	.239	.421	McHenry	1.018	1.794
Clay	.255	.450	McLean	.956	1.684
Clinton	.302	.532	Menard	.144	.254
Coles	.624	1.100	Mercer	.224	.394
Cook	43.240	----------	Monroe	.176	.310
Crawford	.300	.528	Montgomery	.429	.755
Cumberland	.113	.199	Morgan	.441	.778
DeKalb	.660	1.162	Moultrie	.187	.330
DeWitt	.216	.381	Ogle	.532	.937
Douglas	.279	.491	Peoria	2.381	4.196
DuPage	2.489	4.386	Perry	.248	.437
Edgar	.316	.556	Piatt	.211	.373
Edwards	.139	.245	Pike	.305	.537
Effingham	.275	.484	Pope	.042	.074
Fayette	.293	.516	Pulaski	.078	.137
Ford	.282	.497	Putnam	.082	.144
Franklin	.399	.704	Randolph	.313	.551
Fulton	.586	1.032	Richland	.250	.440
Gallatin	.097	.171	Rock Island	1.774	3.126
Greene	.236	.415	Saline	.302	.533
Grundy	.313	.552	Sangamon	1.680	2.959
Hamilton	.122	.214	Schuyler	.121	.213
Hancock	.362	.638	Scott	.102	.179
Hardin	.062	.109	Shelby	.315	.556
Henderson	.113	.200	Stark	.145	.256
Henry	.690	1.216	St. Clair	2.464	4.340
Iroquois	.535	.942	Stephenson	.535	.943
Jackson	.398	.701	Tazewell	1.168	2.058
Jasper	.157	.276	Union	.232	.409
Jefferson	.388	.684	Vermilion	1.131	1.992
Jersey	.181	.320	Wabash	.214	.378
JoDaviess	.222	.391	Warren	.302	.532
Johnson	.097	.171	Washington	.183	.322
Kane	2.051	3.613	Wayne	.287	.506
Kankakee	1.056	1.861	White	.296	.521
Kendall	.228	.401	Whiteside	.713	1.255
Knox	.881	1.552	Will	2.023	3.564
Lake	2.479	4.368	Williamson	.513	.904
LaSalle	1.535	2.704	Winnebago	2.194	3.866
Lawrence	.231	.407	Woodford	.345	.608
			Total	100.000	100.000

[1] The 12 per cent of motor fuel tax which is allotted down-State counties is allocated to each county on the basis of the State license fees collected in that county in comparison with those collected in all down-State counties during the previous year. The percentages indicate the approximate share of allotments for each down-State county in 1960.

(b) *Motor Fuel Tax Funds.*—The distribution of the motor fuel tax collected in 1959 is shown in Figure 5. The Department of Revenue is responsible for collecting the tax (5 cents per gallon during 1959) and for depositing the collections in the State Treasury. At the beginning of each month the amount deposited in the State Treasury

DISTRIBUTION OF MOTOR FUEL TAX IN ILLINOIS
1959

$165,474,104.00
Gross Motor Fuel Tax

$3,309,482.08
Amount Retained by Licensed Distributors (2 Per Cent of Gross MFT)

$162,164,621.92
Amount Received by Department of Revenue

$6,451,882.58
Credit Memorandum Received in Payment of MFT

$155,712,739.34
Cash Motor Fuel Tax Received by Department of Revenue

$122,052.14
Increase in Balance in Treasurer's Clearing Account

$769,713.36
Protest Fund Liquidated

$421.41
Refund of Refunds

$156,360,821.97—100%
Motor Fuel Tax Transferred from Treasurer's Clearing Account

$15,581,862.38—10.0%
Cash Refunded for Nonhighway Purposes

Purpose	Cash	Credit Memorandum Outstanding at beginning of Year $171,910.51 — Amount of Credit Issued	Total Refunds	Per Cent
Agriculture	$12,358,999.84	$ 174.35	$12,359,174.19	56.1
Construction	422,617.14	27,935.90	450,553.04	2.0
Industrial	1,072,319.96	203,224.72	1,275,544.68	5.8
Railroad	104,912.88	19,439.14	124,352.02	0.6
Aviation	1,509,647.21	6,202,472.41	7,712,119.62	35.0
Marine	36,121.97		36,121.97	0.2
Fuel	1,948.25		1,948.25	0.0
Lawn	55,926.86		55,926.86	0.2
Miscellaneous	19,368.27	4.45	19,372.72	0.1
Total	$15,581,862.38	$6,453,250.97	$22,035,113.35	100.0

Credit Memorandum Outstanding at End of Year $173,278.94

$140,778,959.59—90.0%
Amount of Motor Fuel Tax Remaining After Refunds

$1,339,461.73—0.8%
Division of Highways Expense, Administering the Motor Fuel Tax Law

$335,613.84—0.2%
Expense of Department of Revenue for Collecting the Motor Fuel Tax

$475,000.00—0.3%
Allocated to Grade Crossing Protection Fund

$138,628,884.02—88.7%
Motor Fuel Tax for Allotment

$48,520,109.39—31.0%
Allotted to Division of Highways

$16,635,466.10—10.6%
Allotted to Down-State Counties

$15,249,177.24—9.8%
Allotted to Cook County

$44,361,242.88—28.4%
Allotted to Cities

$13,862,888.41—8.9%
Allotted to Townships and Road Districts

Figure 5.

during the preceding month is cleared for apportionment. The refunds and administrative costs are paid and the remaining amount is allotted the various governmental units as follows: 35 per cent to the Division of Highways; 32 per cent to municipalities; 11 per cent to counties with a population of 500,000 or more (Cook County); 12 per cent collectively to other counties; and 10 per cent to townships, road districts, and township districts.

The share allotted to the Division of Highways is transferred to the Road Fund and expended from this fund for highway purposes. The allotment to the several counties having less than 500,000 inhabitants is allotted each county in proportion to the amount of motor vehicle license fees received from its residents, respectively, during the preceding license year. The share of the motor fuel tax allotted to the municipalities collectively is divided among those units in the ratio that their populations bear to the total population of incorporated places in the State. The allotment to the townships and road districts or township districts is divided among them on the basis of road mileage maintained by them.

(c) *Federal Aids.*—Federal funds for highway purposes are received by the State as reimbursement for work done and monies expended on projects covered by project agreements with the Federal Government. Primary Federal aid is allotted to the State for the improvement of roads included in the Federal-aid primary system; secondary Federal aid is available for expenditure on projects located on the Federal-aid secondary system; urban Federal aid is available for expenditure on projects located in urban areas on the Federal-aid primary system or on approved extensions of the Federal-aid secondary system; and interstate Federal aid may be used on projects located on the National System of Interstate and Defense Highways. Projects located on these systems and approved by the Federal Government are financed in equal shares from State and Federal funds with certain exceptions. Projects using the interstate allotment were changed from 50 per cent Federal participation to 60 per cent Federal participation starting with projects financed with funds made available by the Federal-aid Highway Act of 1954, and further increased from 60 per cent Federal participation to 90 per cent Federal participation starting with projects financed with funds made available by the Federal-aid Highway Act of 1956. On Federal-aid secondary projects, the State's share is partially financed by the county in which the project is located. However, the post-war Federal highway acts provide that 10 per cent of the total allotments for post-war construction may be used for elimination of hazards at railroad crossings, and Federal funds used for this purpose are either 100 per cent grants or are matched by 10 per cent State funds in some instances.

As an antirecession measure, Congress approved an additional apportionment of Federal-aid funds to the various States in 1958 in which the Federal participation was 66 2/3 per cent. These funds, which were identified as "D" funds, could be used on any of the Federal systems without limitation as to amount on any one system and could be claimed only on specific projects which were programed

TABLE 11.—STATUS OF FEDERAL-AID FUNDS,[1] DECEMBER 31, 1959.

Fiscal Year	Allotment	Projects Completed and Accepted[2]	Obligated by Contract or Agreement but not Completed[3]	Programed	Unobligated
FEDERAL-AID PRIMARY					
1956	$ 12,165,819.00	$12,165,819.00			
1957	12,163,280.00	11,144,505.92	$ 1,018,774.08		
1957[4]	2,189,083.00		2,189,083.00		
1957[5]	1,432,740.00		1,432,740.00		
1958	14,885,768.00		14,885,768.00		
1958[6]	2,977,153.00		2,977,153.00		
1959	15,191,611.00		15,191,611.00		
1959[9]	3,038,322.00		3,038,322.00		
1959[12]	6,979,635.00	2,151,336.58	4,828,298.42		
1960	15,469,427.00		15,469,427.00		
1961	13,514,886.00		38,690.02	$2,753,301.78	$10,722,894.20
Totals	$100,007,724.00	$25,461,661.50	$61,069,866.52	$2,753,301.78	$10,722,894.20
FEDERAL-AID URBAN					
1952	$ 8,532,279.00	$ 8,532,279.00			
1953	8,466,307.00	8,466,307.00			
1954	9,384,933.00	9,384,933.00			
1955	9,433,309.00	6,117,160.11	$ 3,316,148.89		
1956	12,098,383.00		12,098,383.00		
1957[7]	10,696,428.00		10,696,428.00		
1957[4]	2,198,233.00		2,198,233.00		
1958[8]	11,970,829.00		11,970,829.00		
1959[10]	12,272,368.00		12,272,368.00		
1959[12]	7,034,344.00	62,000.00	6,972,344.00		
1960	15,748,139.00		10,581,379.06	$4,309,560.00	$ 857,199.94
1961	15,975,253.00				15,975,253.00
Totals	$123,810,805.00	$32,562,679.11	$70,106,112.95	$4,309,560.00	$16,832,452.94
FEDERAL-AID INTERSTATE					
1954	$ 963,234.00	$ 963,234.00			
1955	970,391.00	970,391.00			
1956	8,105,625.00	8,105,625.00			
1957	8,116,903.00	8,116,903.00			
1957[4]	47,148,832.00	47,148,832.00			
1958	80,153,014.00	79,187,722.07	$ 965,291.93		
1959	93,684,148.00		93,684,148.00		
1959	9,415,493.00		9,415,493.00		
1960	127,559,000.00		107,056,177.07	$20,224,222.67	$ 278,600.26
1961	91,380,960.00				91,380,960.00
Totals	$467,497,600.00	$144,492,707.07	$211,121,110.00	$20,224,222.67	$91,659,560.26
FEDERAL-AID SECONDARY					
1955	$ 5,165,722.00	$ 5,165,722.00			
1956	6,625,129.00	6,625,129.00			
1957	6,619,637.00	4,570,078.59	$ 2,049,558.41		
1957[4]	1,189,296.00		1,189,296.00		
1958	8,087,214.00		8,087,214.00		
1959	8,247,143.00		8,247,143.00		
1959[12]	3,789,068.00		3,789,068.00		
1960	8,378,987.00		2,537,164.59	$5,841,822.41	
1961	8,078,909.00			172,448.59	$7,906,460.41
Totals	$56,181,105.00	$16,360,929.59	$25,899,444.00	$6,014,271.00	$7,906,460.41
FOREST HIGHWAYS					
1946 to 1953[11]	$177,414.74	$177,414.74			
1954	7,141.00	7,141.00			
1955	24,364.00	3,391.30	$ 20,972.70		
1956	26,108.00		26,108.00		
1957	26,256.00		26,256.00		
1958	32,843.00		32,843.00		
1959	32,055.00		27,820.30	$ 4,234.70	
1959	5,187.00			5,187.00	
1960	37,062.00			31,578.30	$ 5,483.70
1961	36,650.00				36,650.00
Totals	$405,080.74	$187,947.04	$134,000.00	$41,000.00	$42,133.70

TABLE 11.—Concluded.

[1] Federal funds only.
[2] Refers to acceptance by Federal Bureau of Public Roads.
[3] Based on contract prices plus 5 to 10 per cent for contingencies. Includes funds allocated to right-of-way acquisition and to highway planning and research projects.
[4] Additional allotment for fiscal year authorized by Federal-aid Highway Act of 1956.
[5] Transferred from 1957 urban allotment.
[6] Transferred from 1958 urban allotment.
[7] 1957 allotment was $12,129,168.00 of which $1,432,740.00 was transferred to primary.
[8] 1958 allotment was $14,947,982.00 of which $2,977,153.00 was transferred to primary.
[9] Transferred from 1959 urban allotment.
[10] 1959 allotment was $15,310,690.00 of which $3,038,322.00 was transferred to primary.
[11] Includes $2,025.76 pre-war allotment allotted before 1946.
[12] Supplementary appropriations of the 1958 Act which are called "D" funds.

against these funds. All of these projects had to be completed by December 1, 1959 to be eligible for this type of Federal aid.

In addition to the "D" fund apportionment, provision was made for the States to borrow two-thirds of the required matching funds on "D" projects. The total funds advanced under this provision were to be deducted in equal amounts from the 1960 and 1961 Federal-aid apportionments.

(d) *General Revenue for Highway Purposes.*—No appropriations were available from the General Revenue Fund for State highways in 1959.

(e) *Miscellaneous Collections.*—The amount of $9,451,191.46 collected from miscellaneous sources is itemized in Table 7.

Public safety refunds consist of payments by members of the State Highway Police for lost equipment. Reimbursement of expenses include items such as refunds from railroads for costs of grade separation structures; refunds from other states for testing services; sale of plans to contractors; and refunds from other individuals and agencies for construction on State highways performed for the benefit of both parties.

4. STATE AIDS.—(a) *Motor Fuel Tax Funds.*—The State collects the motor fuel tax and apportions a part to the counties, municipalities, and townships. These funds remain in the State Treasury, but are credited to the account of each unit of government as they accrue. When a highway or street project is approved by the Division of Highways the amount needed, or so much as is available in the respective account of the unit of government involved, is disbursed from that unit's funds. Tables 3, 4, and 5 show the balances, allotments, and the amount disbursed for the counties, municipalities, and townships in 1959.

(b) *Other State Aids.*—Occasionally when State highway construction is financed jointly between local governments and the State, the State pays for construction or right-of-way needed and is reimbursed by the county or city involved. The amounts advanced by the State and repaid by counties and cities are given in the following tabulation.

Item	Counties	Cities	Total
Unpaid balances, January 1, 1959	$ 43,331.59	$1,254,529.88	$1,297,861.47
Expenditures during 1959 for construction and right-of-way to be repaid by counties and cities	78,355.32	1,412,738.71	1,491,094.03
	$121,686.91	$2,667,268.59	$2,788,955.50
Repayments during 1959	78,355.32	1,207,868.34	1,286,223.66
Unpaid balances, December 31, 1959	$43,331.59	$1,459,400.25	$1,502,731.84

5. BOND ISSUES.—Several bond issues are redeemed from motor-user taxes.

(a) *State Highway Bonds.*—The $60,000,000 highway bond issue (enacted on June 22, 1917 and approved by referendum vote of the people on November 4, 1918) and the $100,000,000 highway bond issue (enacted on June 29, 1923 and approved by referendum vote of the people on November 4, 1924) are retired from Road Fund revenues. Sales of these bonds occurred in the period 1921 to 1932.

The last of the $60,000,000 highway bond issue was retired in 1953. In May of 1959, the last of the $100,000,000 had matured and during 1959 $6,960,000 was retired leaving $75,000 yet to be submitted for payment. Table 14 is the payment schedule for principal and interest on this issue.

(b) *The Relief Bonds.*—An issue of $20,000,000 authorized in 1932 and another for $30,000,000 authorized in 1934 were retired from allotments of motor fuel tax to counties and municipalities. The last of the $20,000,000 relief bond issue was retired in 1950 and the final payment on the $30,000,000 relief bond issue was made in 1955.

(c) *Expressway Bond Issue.*—House Bill 933 enacted by the Legislature in 1955 authorized counties having a population of 500,000 or more (Cook County) to issue bonds without referendum in the amount of $245,000,000 for the construction of expressways. The redemption of the bonds was provided for either by a Cook County property tax levy or by State appropriations. The law also provided for establishing an Expressway Bond and Interest Sinking Fund account for deposit of funds made available for retirement of bonds and interest. Under this authorization Cook County issued bonds as follows:

Series	Amount	Date of Issue	Interest Rate
A	$40,000,000	Oct. 1, 1955	2⅝
B	10,000,000	Oct. 1, 1957	3⅞
C	25,000,000	June 1, 1958	2¾
D	25,000,000	Dec. 1, 1958	3⅜
E	25,000,000	Nov. 1, 1959	4

TABLE 12.—RECEIPTS, EXPENDITURES, AND BALANCES—ALL HIGHWAY FUNDS 1959[1]

Account	Total All Funds	Road Fund: Division of Highways	Road Fund: Other State Departments	Road Fund: Counties	Road Fund: Total	Motor Fuel Tax Fund: Division of Highways	Motor Fuel Tax Fund: Other State Departments	Motor Fuel Tax Fund: Counties	Motor Fuel Tax Fund: Cities	Motor Fuel Tax Fund: Townships and Road Districts	Motor Fuel Tax Fund: Total	Grade Crossing Protection Fund
Balance in Funds—January 1, 1959	$ 86,833,057 06	$ 15,302,236 65	$ 58,040 00		$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]	$ [illegible]
Add—Receipts—1959												
Registration fees	[illegible]	$ 64,993,940 88	$29,841,445 79		$ [illegible]							
Federal aids and grants	[illegible]	[illegible]			[illegible]							
Refunds from counties for F[illegible] secondary construction	[illegible]	[illegible]			[illegible]							
Miscellaneous collections	[illegible]	[illegible]			[illegible]							
Motor fuel tax revenues	[illegible]	[illegible]			[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
General Fund highway reve[illegible]					[illegible]							
Trust Fund advance from Federal Government					[illegible]							
Trust Fund reimbursements by State					[illegible]							
Fines and penalties	551,930 75				[illegible]							
Total receipts—1959	$143,643,559 27	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Total revenues available—1959	$330,476,616 33	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
Deduct—Expenditures—1959												
DIVISION OF HIGHWAYS:												
Construction of Highways:												
1. Construction	$192,479,553 43	$192,479,553 43			$192,479,553 43							
2. Additions and betterments—SBI and FA routes	[illegible]	[illegible]			[illegible]							
3. Additions and betterments—Erection of traffic signals												
4. Additions and betterment—No-passing zones												
5. Construction through [illegible] ties—Special appropriations												
6. City highway and beltline construction	[illegible]	[illegible]			[illegible]							
7. Construction [illegible] Special appropriation												
8. State-aid construction	[illegible]	[illegible]			[illegible]							
9. State-aid reconstructi[illegible]												
10. Miscellaneous construct[illegible] Special appropriations	525,084 84				[illegible]							[illegible]
10a. Payments to Cook County [illegible]	2,211,763 19	2,211,763 19			2,211,763 19							
10b. [illegible]	25,421,109 83	25,421,109 83			25,421,109 83							
10c. [illegible]												
10d. Payments to St. Clair County—Access Roads												
10e. Bond service—Cook County expressway bonds	[illegible]	[illegible]			[illegible]							
Total construction	[illegible]	[illegible]			$241,454 [illegible]							[illegible]
Construction of Highway Buildings, Including Land:												
11. Construction of buildings and improvements	[illegible]	$ 2,127,389 09			$ 2,127,389 09							
11a. Construction of weighing stations (including mobile units)												
Total construction of buildings	$ 2,127,389 09	$ 2,127,389 09			$ 2,127,389 09							
Overhead Costs:												
12. Administration, engineering, testing and equipment	[2] $ 22,389,100 74	$ 22,389,100 74			$ 22,389,100 74							
13. Administration expense—Motor Fuel Tax Law	1,339,461 73					$ 1,339,461 73					$ 1,339,461 73	
14. Compensation for damages to private property												
15. Mechanical, engineering, and testing services to other State departments												
16. State-wide highway planning survey	2,201,131 60	2,201,131 60			2,201,131 60							
16a. Administering safety responsibility law	333,460 62	333,460 62			333,460 62							
16b. Transportation study of Chicago metropolitan area	135,693 96	135,693 96			135,693 96							
Total overhead	$ 26,398,848 65	$ 25,059,386 92			$ 25,059,386 92	$ 1,339,461 73					$ 1,339,461 73	
Maintenance Costs:												
17. Maintenance of State highways	$ 25,476,189 43	$ 25,476,189 43			$ 25,476,189 43							
18. Maintenance of city highways and beltlines	635,719 27	635,719 27			635,719 27							
19. Highway traffic control	4,310,835 38	4,310,835 38			4,310,835 38							
20. Maintenance and operation of [illegible]												
Total maintenance	$ 30,422,744 08	$ 30,422,744 08			$ 30,422,744 08							
Policing Costs:												
21. Policing of highways (traffic [illegible])												
22. Construction, maintenance and operation of police radio stations												
Total policing												
Highway Debt Service:												
23. Principal payments on State highway bonds—$60M and $100M	$ 6,960,000 00		[illegible]		$ [illegible]							
24. Interest payments on State highway bonds—$60M and $100M	149,540 00		[illegible]		[illegible]							
24a. Repayment to Federal Government												
Total [illegible]	[illegible]		$7,109,540 00		[illegible]							
Total highway expenditures—Division of Highways	$298,038,170 47	$289,064,083 90	$7,109,540 00		$296,173,623 90	$ 1,339,461 73					$ 1,339,461 73	$ 625,084 84
COUNTIES, TOWNSHIPS, AND MUNICIPALITIES: (FUND TRANSFERS AND ADVANCES)												
25. Refunds to counties—State Bond [illegible]												
26. Refunds to counties—Sec. 15d of Road and Bridge Laws												
27. Refunds to municipalities												
28. Motor fuel tax allotments paid [illegible]	[illegible]							[illegible]			[illegible]	
29. Motor fuel tax allotments paid to municipalities	35,748,452 91								[illegible]		35,748,452 91	
29a. Flood damage repair funds paid to local units												
29b. Advanced to counties for right-of-way purchased—Construction	78,355 32	$ 78,355 32			$ [illegible]							
29c. Advanced to municipalities to facilitate construction	1,412,738 71	1,412,738 71			1,412,738 71							
29d. Funds paid to counties for construction of secondary and [illegible]												
29e. Motor fuel tax allotments paid to counties for townships and road districts	12,920,850 64									$12,920,850 64	12,920,850 64	
Total disbursements to counties, townships, and municipalities	$79,740,249 05	$ 1,491,094 03			$ 1,491,094 03			$29,579,851 47	$35,748,452 91	$12,920,850 64	$ 78,249,155 02	
OTHER STATE DEPARTMENTS:												
30. Operation of State Automobile Department—Secretary of State	$ 4,811,794 95		[illegible]		$ [illegible]							
31. Operators' License Department—Secretary of State	4,210,270 03		[illegible]		[illegible]							
32. Administration of Motor Fuel Tax Law—Department of Revenue	335,613 84				[illegible]		[illegible]				[illegible]	
33. [illegible] fuel—Department of Revenue	15,581,862 38				[illegible]		[illegible]				[illegible]	
34. [illegible]												
35. [illegible] itor of Public Accounts and Dept. of Finance	129,661 [illegible]		[illegible]		[illegible]							
36. Treatment expense of injured employees—Department of Finance	81,259 [illegible]		[illegible]		[illegible]							
37. [illegible] ment of Revenue												
38. Policing of highways—Department of Public Safety	10,557,224 87		10,557,224 87		10,557,224 87							
38a. Court of Claims Awards—Auditor of Public Accounts	30,308 50		30,308 50		30,308 50							
38b. Operation of The Illinois State Toll Highway Commission												
38c. Architectural services—Division of Architecture and Engineering	[illegible]		[illegible]		[illegible]							
38d. [illegible] State	281,556 70		281,556 70		281,556 70							
38e. Land and Office Building—Cook Co.—Secretary of State	2,333,984 81		2,333,984 81		2,333,984 81							
Total expenditures—other State departments	$38,618,922 01		$22,701,445 79		$ 22,701,445 79		$15,917,476 22				$ 15,917,476 22	
DIVERSIONS:												
39. Allotments paid to City of Chicago for school purposes												
40. Allotments paid to State Common School Fund												
41. Principal and interest on $20,000,000 Relief Bond Issue												
42. Principal and interest on $30,000,000 Relief Bond Issue												
Total diversions												
Grand total expenditures	$416,397,341 53	$290,555,177 93	$29,810,985 79		$320,366,163 72	$ 1,339,461 73	$15,917,476 22	$29,579,851 47	$35,748,452 91	$12,920,850 64	$ 95,506,092 97	$ [illegible]
Balance in Funds—December 31, 1959	$114,079,274 80	$ 30,706,385 12	$ 88,500 00		$ 30,794,885 12	$ 1,487,418 49	$ 225 00	$24,797,527 93	$39,839,455 33	$16,467,207 48	$ 82,591,533 43	$ 692,555 85

[1] The transactions of the State Garage Revolving Fund are not included in this table. They are: opening balance $301,060.09, receipts $2,057,018.46, expenditures $1,881,069.50, and closing balance $477,009.05.

[2] This amount was paid to Cook County for retiring $8,250,000 of principal and $3,664,479.17 for interest, less $1,028,187.05 funds earned from miscellaneous sources, on expressway bonds issued by Cook County.

[3] Includes $5,866,168.82 consulting engineering fees paid from construction appropriations.

[4] Includes $1,085,019.01 received from Bureau of Public Roads as reimbursement of AASHO Test Road expenditures. This amount is not chargeable against Federal-aid allotments to the State of Illinois.

TABLE 13.—SUMMARY OF EXPENDITURES BY FUNDS FOR THE CALENDAR YEARS 1913-1959.
(EXCLUSIVE OF STATE GARAGE REVOLVING FUND)

Accounts	Total	Road Fund	State Bond Road Fund	General Revenue Fund	Motor Fuel Tax Fund	Trust Fund	Grade Crossing Protection Fund
DIVISION OF HIGHWAYS:							
Construction of Highways:							
1. Construction	$1,577,883,836.82	$1,181,023,325.89	$142,887,084.16	$ 562,255.90	$248,741,445.41	$4,669,725.46	
2. Additions and betterments—SBI and FA routes	9,154,745.13	8,562,779.80	353,012.70		238,952.63		
3. Additions and betterments—Erection of traffic signals	318,692.25	318,692.25					
4. Additions and betterments—No-passing zones	62,360.68	62,360.68					
5. Construction through municipalities—Special appropriations	1,170,422.62	1,170,422.62					
6. City highway and beltline construction	19,653,194.13	8,300,831.24			11,352,362.89		
7. Construction of large bridges—Special appropriations	1,388,401.26	663,714.45		724,686.81			
8. State-aid construction	4,051,546.65	4,051,546.65					
9. State-aid reconstruction	1,738,721.69	1,738,721.69					
10. Miscellaneous construction—Special appropriations	2,316,266.04	205,478.85		1,303,343.04			$807,444.15
10a. Payments to Cook County for expressway construction	34,248,408.44	34,248,408.44					
10b. Payments to City of Chicago for expressway construction	47,219,717.94	47,219,717.94					
10c. Trust Fund reimbursement by State	586,173.10	586,173.10					
10d. Payments to St. Clair County—Access Roads	119,033.07	119,033.07					
10e. Bond service—Cook County expressway bonds	21,658,792.12	21,658,792.12					
Total construction	$1,721,570,311.94	$1,309,929,998.79	$143,240,096.86	$2,590,285.75	$260,332,760.93	$4,669,725.46	$807,444.15
Construction of Highway Buildings, including Land:							
11. Construction of buildings and improvements	$14,540,811.82	$14,540,811.82					
11a. Construction of weighing stations (including mobile units)	1,292,370.10	1,292,370.10					
Total construction of buildings	$15,833,181.92	$15,833,181.92					
Overhead Costs:							
12. Administration, engineering, testing and equipment	$189,846,341.66	$177,698,363.34	$11,208,711.74	$ 939,266.58			
13. Administration expense—Motor Fuel Tax Law	14,961,093.09				$14,961,093.09		
14. Compensation for damages to private property	8,483.75	8,483.75					
15. Mechanical, engineering, and testing services to other State departments	18,294.14			18,294.14			
16. State-wide highway planning survey	12,806,898.21	12,806,808.21					
16a. Administering safety responsibility law	4,142,244.24	1,054,411.38		3,087,832.86			
16b. Transportation study of Chicago metropolitan area	2,505,049.98	2,505,049.98					
Total overhead	$224,288,315.07	$194,073,116.66	$11,208,711.74	$4,045,393.58	$14,961,093.09		
Maintenance Costs:							
17. Maintenance of State highways	$353,219,678.57	$353,205,358.88		$14,319.69			
18. Maintenance of city highways and beltlines	12,840,130.86	5,405,361.98			$7,434,768.88		
19. Highway traffic control and safety	31,741,580.73	31,741,580.73					
20. Maintenance and operation of garages	4,283,048.90	3,109,199.15			1,173,849.75		
Total maintenance	$402,084,439.06	$393,461,500.74		$14,319.69	$8,608,618.63		
Policing Costs:							
21. Policing of highways	$14,089,773.28	$14,089,773.28					
22. Construction, maintenance and operation of police radio stations	1,183,980.79	1,183,980.79					
Total policing	$15,273,754.07	$15,273,754.07					

Highway Debt Service:							
23. Principal payments on State highway bonds—$60M & $100M	$159,925,000.00	$159,925,000.00					
24. Interest payments on State highway bonds—$60M & $100M	129,569,880.00	129,569,880.00					
24a. Repayment to Federal Government	1,000,000.00					$1,000,000.00	
Total debt service	$290,494,880.00	$289,494,880.00				$1,000,000.00	
Total expenditures—Division of Highways	$2,669,544,882.06	$2,218,066,432.18	$154,448,808.60	$6,649,999.02	$283,902,472.65	$5,669,725.46	$807,444.15
COUNTIES, TOWNSHIPS, AND MUNICIPALITIES: (FUND TRANSFERS AND ADVANCES)							
25. Refunds to counties—State Bond Issue	$ 16,106,858.76	$14,855,855.12	$1,251,003.64				
26. Refunds to counties—Sec. 15d of Road and Bridge Laws	24,673,808.17	24,673,808.17					
27. Refunds to municipalities	760,508.93	716,730.49		$ 43,778.44			
28. Motor fuel tax allotments paid to counties	437,161,059.19	3,374,795.01			$433,786,264.18		
29. Motor fuel tax allotments paid to municipalities	470,963,620.07				470,963,620.07		
29a. Flood damage repair funds paid to local units	789,973.50			789,973.50			
29b. Advanced to counties for right-of-way purchases and construction	3,317,879.98	2,947,784.22			370,095.76		
29c. Advanced to municipalities to facilitate construction work	13,750,048.46	13,241,607.76			508,440.70		
29d. Funds paid to counties for construction of secondary and feeder roads	29,616,643.57			29,616,643.57			
29e. Motor fuel tax allotments paid to counties for townships and road districts	81,676,684.81				81,676,684.81		
Total disbursements to counties, townships, and municipalities	$1,078,817,085.44	$59,810,580.77	$1,251,003.64	$30,450,395.51	$987,305,105.52		
OTHER STATE DEPARTMENTS:							
30. Operation of State Automobile Department—Secretary of State	$ 61,364,035.96	$61,364,035.96					
31. Operators' License Department—Secretary of State	28,234,367.89	28,234,367.89					
32. Administration of Motor Fuel Tax Law—Dept. of Revenue	6,657,546.08				$ 6,657,546.08		
33. Refunds on nontaxable motor fuel—Dept. of Revenue	211,184,095.94	183,551.18			211,000,544.76		
34. Administration of compensation for damages—Dept. of Finance	667.00	667.00					
35. Employees' compensation—Auditor of Public Accounts	1,115,985.62	1,115,985.62					
36. Treatment expense of injured employees—Dept. of Finance	892,684.21	892,684.21					
37. Highway printing and postage—Dept. of Finance and Dept. of Revenue	1,090,438.22	977,025.48			113,412.74		
38. Policing of highways—Dept. of Public Safety	78,276,777.85	78,276,777.85					
38a. Court of Claims—Auditor of Public Accounts	140,101.12	140,101.12					
38b. Operation of the Illinois State Toll Highway Commission	483,510.97	483,510.97					
38c. Architectural Services—Division of Architecture and Engineering	1,168,812.57	1,168,812.57					
38d. Operation of Safety Responsibility Department—Secretary of State	1,012,479.18	1,012,479.18					
38e. Land and Office Bldg.—Cook County—Secretary of State	3,248,511.72	3,248,511.72					
Total expenditures—other State departments	$394,870,014.33	$177,098,510.75			$217,771,503.58		
DIVERSIONS:							
39. Allotments paid to City of Chicago for school purposes	$15,644,228.60				$15,644,228.60		
40. Allotments paid to State Common School Fund	6,654,256.46				6,654,256.46		
41. Principal and interest on $20,000,000 Relief Bond Issue	26,217,795.00				26,217,795.00		
42. Principal and interest on $30,000,000 Relief Bond Issue	40,764,831.00				40,764,831.00		
43. Emergency relief paid to counties	3,146,363.19				3,146,363.19		
Total diversions	$92,427,474.25				$92,427,474.25		
Grand total expenditures	$4,235,659,456.08	$2,454,975,523.70	$155,699,812.24	$37,100,394.53	$1,581,406,556.00	$5,669,725.46	$807,444.15

* Includes $250,000.00 transferred from the Road Fund to the Garage Revolving Fund for the purchase of garage equipment.

Since the purpose of the expressway bonds is to construct State highways in Cook County, the State advanced funds in 1956, 1957, and 1958 for service on this bond issue. In 1959, the State advanced $10,886,292.12 from the Road Fund which together with $1,028,187.05 earnings of the Expressway Bond and Interest Sinking Fund made a total of $11,914,479.17 available for the following expressway bond service.

Bond Series	Principal		Interest	
	Amount	Due	Amount	Due
A	$2,000,000	10-1-59	$ 420,000.00	4-1-60
			420,000.00	10-1-60
B	500,000	10-1-59	184,062.50	4-1-59
			184,062.50	10-1-59
C	2,000,000	10-1-59	916,666.67	10-1-59
			316,250.00	4-1-60
D	2,500,000	12-1-59	843,750.00	12-1-59
	1,250,000	12-1-60	379,687.50	6-1-60
E				
Total	$8,250,000		$3,664,479.17	
Total principal and interest			$11,914,479.17	

The following tabulation shows the levy schedule and the amount of principal and interest due annually on the $125,000,000 expressway bonds issued by the end of 1959.

Levy Schedule			Payment Schedule		
Principal	Interest	Year	Principal Due Each Year	Interest Due Each Year	Total Bond Service Each Year
$ 2,000,000	$2,047,500.00	1955			
2,000,000	945,000.00	1956	$2,000,000	$1,050,000.00	$ 3,050,000.00
2,500,000	1,280,000.00	1957	2,000,000	997,500.00	2,997,500.00
8,250,000	3,664,479.17	1958	2,500,000	1,332,500.00	3,832,500.00
10,750,000	3,991,783.33	1959	7,000,000	3,021,041.67	10,021,041.67
9,500,000	3,097,200.00	1960	9,500,000	3,663,958.33	13,163,958.33
9,500,000	2,785,950.00	1961	9,500,000	3,269,375.00	12,769,375.00
9,500,000	2,474,700.00	1962	9,500,000	2,958,125.00	12,458,125.00
9,000,000	2,170,325.00	1963	9,500,000	2,646,875.00	12,146,875.00
9,000,000	1,872,825.00	1964	9,000,000	2,335,625.00	11,335,625.00
9,000,000	1,575,325.00	1965	9,000,000	2,038,125.00	11,038,125.00
9,000,000	1,277,825.00	1966	9,000,000	1,740,625.00	10,740,625.00
7,750,000	980,325.00	1967	9,000,000	1,443,125.00	10,443,125.00
5,250,000	725,000.00	1968	9,000,000	1,145,625.00	10,145,625.00
4,000,000	561,875.00	1969	6,500,000	848,125.00	7,348,125.00
4,000,000	448,750.00	1970	4,000,000	635,000.00	4,635,000.00
4,000,000	335,625.00	1971	4,000,000	521,875.00	4,521,875.00
4,000,000	222,500.00	1972	4,000,000	408,750.00	4,408,750.00
2,500,000	130,000.00	1973	4,000,000	295,625.00	4,295,625.00
2,500,000	58,125.00	1974	2,500,000	182,500.00	2,682,500.00
500,000	38,750.00	1975	2,500,000	110,625.00	2,610,625.00
500,000	19,375.00	1976	500,000	38,750.00	538,750.00
		1977	500,000	19,375.00	519,375.00

The amounts retired and the amounts outstanding in the five issues are summarized below:

Bond Issue	Amount Issued	Amount Retired to 12-31-58	Amount Retired During 1959	Bonds Outstanding at 12-31-59
Highways	$ 60,000,000	$ 60,000,000		
Highways	100,000,000	92,965,000	$6,960,000	$75,000
Highways Total	$160,000,000	$152,965,000	$6,960,000	$75,000
Emergency Relief	$20,000,000	$20,000,000		
Emergency Relief	30,000,000	30,000,000		
Total Relief	$50,000,000	$50,000,000		
Cook County Expressways	$125,000,000	$6,500,000	$8,250,000	$110,250,000

TABLE 14.—SCHEDULE OF PRINCIPAL AND INTEREST PAYMENTS FOR THE $100,000,000 STATE HIGHWAY BONDS.

Year in which Principal is to be Retired	Principal $100,000,000 Bonds to be Retired March 1st Each Year	Principal $100,000,000 Bonds to be Retired May 1st Each Year	Total $100,000,000 Bonds Principal to be Retired Each Year	Interest on $100,000,000 Bonds to be Paid March 1st Each Year	Interest on $100,000,000 Bonds to be Paid May 1st Each Year	Interest on $100,000,000 Bonds to be Paid Sept. 1st Each Year	Interest on $100,000,000 Bonds to be Paid Nov. 1st Each Year	Total Interest on $100,000,000 Bond Issue to be Paid Each Year	Total Principal and Interest Payments to be Paid Each Year
1925					$ 53,333.33	$400,000.00	$ 80,000.00	$ 533,333.33	$ 533,333.33
1926				$ 400,000.00	130,000.00	400,000.00	180,000.00	1,110,000.00	1,110,000.00
1927				400,000.00	180,000.00	400,000.00	320,000.00	1,300,000.00	1,300,000.00
1928				400,000.00	420,000.00	486,666.67	620,000.00	1,926,666.67	1,926,666.67
1929				660,000.00	880,000.00	760,000.00	953,333.33	3,253,333.33	3,253,333.33
1930				860,000.00	1,100,000.00	860,000.00	1,100,000.00	3,920,000.00	3,920,000.00
1931				860,000.00	1,100,000.00	860,000.00	1,100,000.00	3,920,000.00	3,920,000.00
1932		$ 500,000.00	$ 500,000.00	860,000.00	1,100,000.00	860,000.00	1,090,000.00	3,910,000.00	4,410,000.00
1933		500,000.00	500,000.00	860,000.00	1,130,000.00	860,000.00	1,120,000.00	3,970,000.00	4,470,000.00
1934		500,000.00	500,000.00	860,000.00	1,120,000.00	860,000.00	1,110,000.00	3,950,000.00	4,450,000.00
1935		500,000.00	500,000.00	860,000.00	1,110,000.00	860,000.00	1,100,000.00	3,930,000.00	4,430,000.00
1936		500,000.00	500,000.00	860,000.00	1,100,000.00	860,000.00	1,090,000.00	3,910,000.00	4,410,000.00
1937		500,000.00	500,000.00	860,000.00	1,090,000.00	860,000.00	1,080,000.00	3,890,000.00	4,390,000.00
1938		500,000.00	500,000.00	860,000.00	1,080,000.00	860,000.00	1,070,000.00	3,870,000.00	4,370,000.00
1939		500,000.00	500,000.00	860,000.00	1,070,000.00	860,000.00	1,060,000.00	3,850,000.00	4,350,000.00
1940				860,000.00	1,060,000.00	860,000.00	1,060,000.00	3,840,000.00	3,840,000.00
1941				860,000.00	1,060,000.00	860,000.00	1,060,000.00	3,840,000.00	3,840,000.00
1942				860,000.00	1,060,000.00	860,000.00	1,060,000.00	3,840,000.00	3,840,000.00
1943				860,000.00	1,060,000.00	860,000.00	1,060,000.00	3,840,000.00	3,840,000.00
1944				860,000.00	1,060,000.00	860,000.00	1,060,000.00	3,840,000.00	3,840,000.00
1945	$2,500,000.00	3,500,000.00	6,000,000.00	860,000.00	1,060,000.00	810,000.00	990,000.00	3,720,000.00	9,720,000.00
1946	2,500,000.00	3,500,000.00	6,000,000.00	810,000.00	990,000.00	760,000.00	920,000.00	3,480,000.00	9,480,000.00
1947	2,500,000.00	3,500,000.00	6,000,000.00	760,000.00	920,000.00	710,000.00	850,000.00	3,240,000.00	9,240,000.00
1948	2,500,000.00	3,500,000.00	6,000,000.00	710,000.00	850,000.00	660,000.00	780,000.00	3,000,000.00	9,000,000.00
1949	3,000,000.00	3,000,000.00	6,000,000.00	660,000.00	780,000.00	600,000.00	720,000.00	2,760,000.00	8,760,000.00
1950	3,000,000.00	3,000,000.00	6,000,000.00	600,000.00	720,000.00	540,000.00	660,000.00	2,520,000.00	8,520,000.00
1951	3,000,000.00	3,000,000.00	6,000,000.00	540,000.00	660,000.00	480,000.00	600,000.00	2,280,000.00	8,280,000.00
1952	3,000,000.00	3,000,000.00	6,000,000.00	480,000.00	600,000.00	420,000.00	540,000.00	2,040,000.00	8,040,000.00
1953	3,000,000.00	3,500,000.00	6,500,000.00	420,000.00	540,000.00	360,000.00	470,000.00	1,790,000.00	8,290,000.00
1954	3,000,000.00	3,500,000.00	6,500,000.00	360,000.00	470,000.00	300,000.00	400,000.00	1,530,000.00	8,030,000.00
1955	2,500,000.00	4,000,000.00	6,500,000.00	300,000.00	400,000.00	250,000.00	320,000.00	1,270,000.00	7,770,000.00
1956	2,500,000.00	4,000,000.00	6,500,000.00	250,000.00	320,000.00	200,000.00	240,000.00	1,010,000.00	7,510,000.00
1957	3,500,000.00	4,000,000.00	7,500,000.00	200,000.00	240,000.00	130,000.00	160,000.00	730,000.00	8,230,000.00
1958	3,500,000.00	4,000,000.00	7,500,000.00	130,000.00	160,000.00	60,000.00	80,000.00	430,000.00	7,930,000.00
1959	3,000,000.00	4,000,000.00	7,000,000.00	60,000.00	80,000.00			140,000.00	7,140,000.00
Total	$43,000,000.00	$57,000,000.00	$100,000,000.00	$21,900,000.00	$26,753,333.33	$21,626,666.67	$26,103,333.33	$96,383,333.33	$196,383,333.33

IV. RIGHT-OF-WAY

1. GENERAL.—The Bureau of Right-of-way has the responsibility for supervising the expenditure of funds for the purchase of right-of-way for improvements on the State highway system. Assistance and advice is given the district engineers in matters pertaining to acquisition of right-of-way by purchase or condemnation.

In each of the ten highway districts a district right-of-way engineer acting under the supervision of the district engineer conducts the actual negotiations with property owners.

2. RIGHT-OF-WAY ACQUIRED IN 1959.—A total of $50,847,972.93 was expended on the purchase of State highway right-of-way during 1959. Of this amount $33,691,884.53 was spent by the Division of Highways while the County of Cook expended $8,430,270.51, and the City of Chicago $8,725,817.89. Right-of-way for interstate highways consisted of $36,733,816.12 or 72.2 per cent of the total, while that for other primary highways comprised $13,432,797.20 or 26.5 per cent, and $681,359.61 or 1.3 per cent was spent for right-of-way for other highways for which the State is responsible.

The following tabulation summarizes the expenditures by unit of government and by system for State highway right-of-way in 1959.

Government	Highway System				
	Interstate	Other Primary	Federal-aid Secondary	Other State Roads	Total
State of Illinois	$19,582,426.72	$13,428,098.20	$260,610.63	$420,748.98	$33,691,884.53
County of Cook	8,425,571.51	4,699.00			8,430,270.51
City of Chicago	8,725,817.89				8,725,817.89
Total	$36,733,816.12	$13,432,797.20	$260,610.63	$420,748.98	$50,847,972.93
Per Cent	72.2	26.5	0.5	0.8	100.0

The right-of-way purchased by the State is portrayed in greater detail in Table 15. In that table the right-of-way purchased by each highway district is given for rural and urban areas, showing the number of parcels and acres acquired. In Table 16 the right-of-way programed for Federal participation is shown by district for interstate and other primary highways.

TABLE 15.—RIGHT-OF-WAY ACQUIRED BY THE DIVISION OF HIGHWAYS FOR STATE HIGHWAY CONSTRUCTION DURING 1959.

District	Rural			Urban			Total		
	Parcels	Acres	Cost[1]	Parcels	Acres	Cost[1]	Parcels	Acres	Cost[1]
Federal Interstate Highways									
1	162	468.8	$2,700,206.38	2	2.4	$ 27,727.50	164	471.2	$ 2,727,933.88
2	60	300.3	891,708.72	5	15.0	103,017.82	65	315.3	994,726.54
3	98	634.6	971,853.25	2	0.8	7,195.00	100	635.4	979,048.25
4	59	257.7	547,783.25	40	9.4	653,679.95	99	267.1	1,201,463.20
5	85	289.8	1,071,943.93	46	10.4	261,472.55	131	300.2	1,333,416.48
6	71	232.2	846,323.23	1	0.2	9,630.00	72	232.4	855,953.23
7	101	874.4	650,155.04	1	0.1	8,842.00	102	874.5	658,997.04
8	46	302.5	751,481.37	25	11.6	797,382.06	71	314.1	1,548,863.43
9	39	251.5	942,924.88				39	251.5	942,924.88
10	6	10.4	31,010.06	463	45.1	8,308,089.73	469	55.5	8,339,099.79
Total	727	3,622.2	$9,405,390.11	585	95.0	$10,177,036.61	1,312	3,717.2	$19,582,426.72
Other Primary Highways									
1	131	221.6	$1,756,573.01	124	40.5	$1,194,416.11	255	262.1	$ 2,950,989.12
2	145	377.1	1,686,890.81	58	100.1	635,625.83	203	477.2	2,322,516.64
3	147	235.5	382,302.43	80	7.9	164,898.10	227	243.4	547,200.53
4	166	168.5	360,152.63	169	7.6	497,602.95	335	176.1	857,755.58
5	126	106.9	660,480.99	54	43.5	933,717.41	180	150.4	1,594,198.40
6	57	99.6	433,575.11	3	1.1	56,919.30	60	100.7	490,494.41
7	126	142.4	175,908.94	13	2.1	38,909.25	139	144.5	214,818.19
8	131	133.2	309,588.66	28	8.3	41,256.00	159	141.5	350,844.66
9	67	112.8	338,280.55	45	6.6	331,838.40	112	119.4	670,118.95
10	3	0.1	9,995.15	285	44.4	3,419,166.57	288	44.5	3,429,161.72
Total	1,099	1,597.7	$6,113,748.28	859	262.1	$7,314,349.92	1,958	1,859.8	$13,428,098.20

Federal-aid Secondary

1			$ [2]5,101.00	9	0.1	$18,458.28	9	0.1	$ 23,559.28
2									
3	2	36.0	24,923.50				2	36.0	24,923.50
4			[2]170.00						170.00
5	1	0.1	5,279.10			[2]55,090.00	1	0.1	60,369.10
6	41	89.5	76,024.75				41	89.5	76,024.75
7	1	0.3	87.00				1	0.3	87.00
8	7	0.2	11,848.20				7	0.2	11,848.20
9	21	8.0	63,628.80				21	8.0	63,628.80
10									
Total	73	134.1	$187,062.35	9	0.1	$73,548.28	82	134.2	$260,610.63

Other State Highways

1									
2									
3									
4						$ [2]1,685.00			$ 1,685.00
5									
6									
7									
8			$ [2]134.35	2	0.0	8,738.00	2	0.0	8,872.35
9			[2]447.20						447.20
10	8	1.6	108,597.45	101	12.0	301,146.98	109	13.6	409,744.43
Total	8	1.6	$109,179.00	103	12.0	$311,569.98	111	13.6	$420,748.98

Total All Systems

1	293	690.4	$ 4,461,880.39	135	43.0	$ 1,240,601.89	428	733.4	$ 5,702,482.28
2	205	677.4	2,578,599.53	63	115.1	738,643.65	268	792.5	3,317,243.18
3	247	906.1	1,379,079.18	82	8.7	172,093.10	329	914.8	1,551,172.28
4	225	426.2	908,105.88	209	17.0	1,152,967.90	434	443.2	2,061,073.78
5	212	396.8	1,737,704.02	100	53.9	1,250,279.96	312	450.7	2,987,983.98
6	169	421.3	1,355,923.09	4	1.3	66,549.30	173	422.6	1,422,472.39
7	228	1,017.1	826,150.98	14	2.2	47,751.25	242	1,019.3	873,902.23
8	184	435.9	1,073,052.58	55	19.9	847,376.06	239	455.8	1,920,428.64
9	127	372.3	1,345,281.43	45	6.6	331,838.40	172	378.9	1,677,119.83
10	17	12.1	149,602.66	849	101.5	12,028,403.28	866	113.6	12,178,005.94
Total	1,907	5,355.6	$15,815,379.74	1,556	369.2	$17,876,504.79	3,463	5,724.8	$33,691,884.53

[1] Includes incidental expense in conjunction with right-of-way acquisition.
[2] Contains expense incurred for appraisals, abstract fees, etc., prior to acquisition of right-of-way.

TABLE 16.—RIGHT-OF-WAY PURCHASED BY THE STATE FOR HIGHWAY CONSTRUCTION DURING 1959 WHICH IS PROGRAMED FOR FEDERAL REIMBURSEMENT.

District	Number of Parcels	Acres	Expenditures[1]	Per Cent Participation	
				Federal	State
Federal-aid Interstate Highways					
1	161	468.0	$ 2,705,848.18		
2	63	313.7	975,430.54		
3	98	634.6	970,579.66		
4	96	247.4	1,127,722.76		
5	131	300.2	1,330,984.38	90	10
6	71	232.3	823,228.23		
7	97	873.2	642,149.44		
8	71	314.1	1,534,822.43		
9	38	234.9	718,253.96		
10	468	55.5	8,337,988.69		
Total	1,294	3,673.9	$19,167,008.27		
Other Primary Highways					
1	81	112.7	$1,154,131.82		
2	126	393.4	1,521,378.86		
3	3	7.2	18,587.10		
4	147	14.1	401,190.45		
5	1	0.8	15,474.45		
6			[1]380.50	50	50
7	1	0.0	144.00		
8	6	8.9	17,732.50		
9	16	12.7	86,091.92		
10	32	2.5	358,300.55		
Total	413	552.3	$3,573,412.15		

[1] Contains appraisal costs, abstract fees, and court costs incidental to right-of-way acquisition.

V. DESIGN

1. GENERAL.—The location, planning, and design of State highways and highway structures; the execution of State and Federal programs; and the preparation and awarding of contracts for the Division of Highways are performed by the Bureau of Design.

The work of the Bureau of Design is now accomplished through the following sections: (1) The Location and Roadway Planning Section, (2) The Road Plans and Contracts Section, (3) The Bridge and Traffic Structures Section, and (4) The Aerial Surveys Section. Through these four sections and through the counterpart of the Bureau in each district office, the Bureau of Design performs all phases of State highway and structure design for the Division. Further details concerning the operation of the Road Plans and Contracts Section and the Bridge and Traffic Structures Section are given on page 26 of the 1951 Annual Report.

2. 1959 DESIGN PROGRAM.—The total State highway contracts awarded by the State, by Cook County, and by the City of Chicago during 1959 amounted to $187,760,198.44. In addition, State maintenance contracts awarded during 1959 by the State and financed entirely with State funds amounted to $1,446,380.15. Interstate contracts, contracts on other primary highways, and contracts on secondary roads not financed with Federal-aid secondary funds are given in Table 22 of this section, while contracts on secondary roads financed with the aid of Federal-aid secondary funds are listed in Table 57 of Section XII.

The following tabulation summarizes State highway contracts by system and by governmental unit making the award.

System	State		Cook County	Chicago	Total	
	Amount	Per Cent			Amount	Per Cent
Interstate	$84,348,091.39	53.3	$ 5,884,081.70	$10,705,813.45	$100,937,986.54	53.7
Other primary	55,568,245.84	35.1	12,956,686.89	----------	68,524,932.73	36.5
Secondary	18,297,279.17	11.6	----------	----------	18,297,279.17	9.8
Total	$158,213,616.40	100.0	$18,840,768.59	$10,705,813.45	$187,760,198.44	100.0
Per Cent	84.3		10.0	5.7	100.0	

Thirteen highway contract lettings, for contracts to be awarded were held by the State, for which 2,402 bids were submitted on 553 individual projects; of these, 509 were new projects and 44 were resubmitted. Contracts were awarded on 504 of these projects, 34 were rejected and readvertised, 7 were withdrawn, 5 rejected and not readvertised, 2 received no bids, and 1 remained pending at the end of the year. An additional 241 contracts were awarded which included 5 pending from 1958, 92 made to the State day labor organization, 4 to county day labor forces, 39 by Cook County, 20 by the City of

Chicago, and 81 railroad grade crossing protective installations or other crossing improvements awarded to the respective railroad companies. This is a total of 745 projects for State highway improvements placed under construction by the State, Cook County, and the City of Chicago during 1959.

3. INTERSTATE HIGHWAY CONTRACTS.—The contracts awarded during 1959 for improvement of interstate highways (including contracts awarded by Cook County and the City of Chicago) provided for the following:

SURFACING:	
67.27 miles portland cement concrete pavement, divided 4-lane	$ 56,712,038.27
2.88 miles portland cement concrete pavement	1,729,175.26
8.64 miles bituminous surface and flexible base	736,415.47
0.39 mile gravel or crushed-stone surface course (frontage roads)	64,149.87
Total surfacing	$ 59,241,778.87
GRADING:	
7.59 miles roadway grading	$ 3,092,531.22
STRUCTURES:	
30 bridges	$ 4,015,295.81
12 culverts	1,058,761.34
11 railroad grade separation structures	2,067,173.04
80 highway grade separation structures	21,347,140.85
Total structures	$ 28,488,371.04
MISCELLANEOUS:	
8 highway lighting installations	$ 1,011,442.60
629 buildings removed from right-of-way	517,287.00
8.33 miles landscaping	176,796.85
2.27 miles storm sewers and drainage improvements	5,513,402.81
Other	2,896,376.15
Total miscellaneous	$ 10,115,305.41
Total all work, interstate system	$ 100,937,986.54

Details of all interstate highway contracts are shown in Table 22. In previous years interstate and other primary highway contracts awarded by Cook County and the City of Chicago were not summarized in Table 22; consequently, in order to maintain the summary as listed in previous years, all primary highway contracts awarded by Cook County and the City of Chicago have been omitted from Table 17.

4. PRIMARY HIGHWAY CONTRACTS. — The contracts awarded by the State and Cook County during 1959 for improvement of primary highways (excluding interstate highways) provided for the following:

SURFACING:	
28.64 miles portland cement concrete pavement, divided 4-lane	$ 19,622,672.25
3.19 miles portland cement concrete pavement, converting 2-lane to divided 4-lane pavement	739,936.15
22.90 miles portland cement concrete pavement, 2-lane	4,240,493.94
24.39 miles urban pavements of various types and widths, including widening and resurfacing	9,256,490.73
36.48 miles pavement lane widening preparatory to bituminous surfacing	5,423,334.23
260.07 miles bituminous surfacing of rigid-type pavement, continuous	10,975,183.57
33.01 miles bituminous surfacing of rigid-type pavement, intermittent	681,478.33
Concrete patching of existing pavement	208,056.78
27.76 miles bituminous surface treatment and flexible base	1,125,238.33
53.81 miles bituminous surface on existing flexible base	111,549.34
17.18 miles seal coats on existing bituminous surface	24,176.70
Total surfacing	$ 52,408,610.35

TABLE 17.—SUMMARY OF CONTRACTS AWARDED BY THE STATE FOR PRIMARY HIGHWAYS, 1918-1959.

Year	Rigid-type Pavement[1]		Bituminous Surface on Gravel or Stone Base[2]		Gravel or Crushed Stone		Grading[3]		Structures[4]		Miscellaneous Items[5]	Total
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost	Cost	Cost
1918	8.36	$ 201,619.40										$ 201,619.40
1919	444.95	14,701,053.23					36.52	$ 715,713.18	27	$ 120,401.77		15,537,168.18
1920	47.57	1,935,592.30					135.96	2,086,198.59	98	1,437,432.87		5,459,223.76
1921	652.47	18,575,283.31					270.71	1,801,712.36	145	1,488,289.34		21,865,285.01
1922	472.05	12,634,976.80					138.03	803,059.87	83	901,884.69		14,339,921.36
1923	868.73	23,123,159.60					278.75	2,779,339.04	226	2,934,653.06		28,837,151.70
1924	503.54	13,597,135.32					163.93	2,013,223.70	84	1,070,387.21		16,680,746.23
1925	904.15	23,952,748.88					143.78	1,330,186.60	135	2,607,739.92		27,890,675.40
1926	401.18	10,916,677.63					41.25	529,489.19	62	2,357,421.08		13,803,587.90
1927	629.77	18,359,435.41					143.26	2,010,988.09	184	2,108,958.81		22,479,382.31
1928	1,274.23	37,530,229.51					351.46	4,872,155.40	381	5,324,487.17		47,726,872.08
1929	191.75	5,449,982.88					64.41	823,728.99	62	888,038.03		7,161,749.90
1930	943.18	24,361,360.36					152.05	2,162,973.57	136	2,692,560.27		29,216,894.20
1931	851.65	20,674,468.63					169.04	1,932,957.25	138	3,243,492.85		25,850,918.73
1932	966.31	21,653,238.74					190.02	1,895,751.32	169	3,525,399.65		27,074,389.71
1933	318.35	10,668,618.73			2.33	$ 73,444.82	42.47	643,000.10	73	1,979,479.13		13,364,542.78
1934	327.29	12,109,016.10	1.11	$ 11,581.43	0.92	43,618.84	105.63	1,597,610.65	129	4,717,863.41		18,479,690.43
1935	188.30	9,422,414.96	5.32	116,810.01			117.80	2,342,939.73	86	3,494,429.76	$ 31,169.49	15,407,763.95
1936	195.78	10,904,152.33	0.81	19,965.66	42.75	456,181.85	130.82	2,618,921.15	128	7,113,311.90	151,081.16	21,263,614.05
1937	159.82	7,618,065.49			93.08	891,571.60	146.13	2,146,642.80	97	3,331,017.45	53,576.00	14,040,873.34
1938	194.08	9,879,465.49	71.92	460,027.13	67.67	750,076.65	74.27	1,316,976.05	70	3,907,178.43	13,770.90	16,327,494.65
1939	169.37	9,722,071.99	81.84	788,941.72	24.18	381,336.47	68.37	1,468,430.66	67	3,185,949.08	241,461.83	15,788,191.75
1940	178.14	7,531,631.24	24.16	271,963.03	63.05	1,046,002.97	88.02	1,801,582.16	38	2,088,929.55	508,172.66	13,248,281.61
1941	112.84	7,287,661.71	17.15	246,833.30	13.47	365,087.91	12.67	249,932.21	36	3,143,428.81	360,247.61	11,653,191.55
1942	278.75	15,546,937.21		88,313.18	11.57	73,817.33	12.26	725,263.53	20	713,813.53	5,000.00	17,153,144.78
1943	149.05	9,684,627.25	18.23	262,924.28	10.71	114,926.07	1.15	134,035.24	5	309,888.59	28,052.56	10,534,453.99
1944	215.00	9,003,166.62	1.65	294,142.53	1.91	47,334.88	1.75	320,495.87	14	429,325.66	72,906.34	10,167,371.90
1945	207.83	9,494,309.89		301,986.07	0.90	44,924.17		527,017.84	22	1,329,042.96	255,316.65	11,952,597.58
1946	180.28	8,937,963.46	42.01	428,314.96	6.35	296,468.77		274,695.67	29	2,788,282.15	550,635.67	13,276,360.68
1947	332.65	16,991,253.50	28.51	619,200.80	1.50	57,478.53	11.83	1,448,207.65	42	3,791,027.50	540,322.22	23,447,490.20
1948	130.21	10,690,263.73	10.52	223,422.04	10.14	445,049.46	43.77	3,694,321.53	28	4,392,732.87	1,362,298.50	20,808,088.13
1949	269.81	20,484,006.43	54.79	864,297.81	0.50	41,942.75	2.82	409,674.12	33	4,392,104.94	480,183.15	26,672,209.20
1950	166.99	10,541,566.55	14.05	97,720.06	0.38	22,499.87	0.76	211,710.37	17	2,122,684.34	726,653.34	13,722,834.53
1951	578.53	32,589,431.82	12.56	237,494.65			9.60	524,194.94	66	5,720,996.03	1,367,559.66	40,439,677.10
1952	1,081.51	61,872,623.68	105.22	2,109,239.09			4.32	1,187,178.24	79	9,938,257.23	2,411,641.09	77,518,939.33
1953	446.05	30,654,204.85	28.89	795,926.99			3.43	923,073.23	110	13,108,725.63	982,243.33	46,464,174.03
1954	717.64	43,156,714.64	17.34	243,793.04			2.11	1,151,936.22	138	15,689,551.99	2,735,265.12	62,977,261.01
1955	416.70	43,493,537.82	61.87	1,081,026.33			0.68	788,734.45	85	15,865,443.70	3,070,766.42	64,299,508.72
1956	540.39	44,785,993.93	49.37	2,602,538.85			32.09	3,067,486.38	108	16,011,210.53	4,036,223.76	70,503,453.45
1957	677.52	36,640,700.15	26.49	1,584,938.55			27.90	4,506,176.73	167	36,580,830.49	9,660,341.00	88,972,986.92
1958	1,603.70	80,439,657.12	18.69	1,375,810.77	78.03	4,054,615.68	34.09	2,794,857.57	166	40,077,166.08	6,984,517.41	135,726,624.63
1959	433.82	93,604,201.65	90.21	1,973,203.14	0.39	64,149.87	41.78	2,519,432.54	177	32,553,234.90	9,202,115.13	139,916,337.23
Total	19,430.29	$911,421,220.34	782.71	$17,100,415.42	429.83	$9,270,528.49	3,295.69	$65,152,004.78	3,960	$269,477,053.36	$45,831,521.00	$1,318,252,743.39

Interstate and other

Note: Contracts awarded by Cook County and the City of Chicago on primary highways are not included in this table.

[1] Mileages include bituminous surfacing of existing pavements but not seal coats on existing bituminous surfaces, pavement patching, or pavement lane widening. Costs include all four of these items.

[2] Costs include seal coats on existing bituminous surfaces but mileages do not.

[3] Consists only of grading contracts awarded separately from surfacing.

[4] Consists only of structure contracts awarded separately from surfacing or grading. Includes bridges, grade separation structures, and special structures.

[5] Includes such items as railroad grade crossing protection, landscaping, traffic control signals, highway lighting, sidewalks, etc.

TABLE 18.—SUMMARY OF CONTRACTS AWARDED BY THE STATE FOR SECONDARY ROADS, 1933-1959.

Year	Rigid-type Pavement[1]		Bituminous Surface on Gravel or Stone Base[2]		Gravel or Crushed Stone[3]		Grading[4]		Structures[5]		Miscellaneous Items[6]	Total Cost
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	No.	Cost	Cost	
1933	4.05	$ 109,814.99	2.53	$ 15,283.98	157.31	$1,121,842.68	----------	----------	13	$ 233,486.60	----------	$ 1,480,428.25
1934	43.41	1,365,529.00	16.54	253,570.69	147.45	1,304,248.06	42.55	$ 336,293.94	49	767,264.97	----------	4,026,906.66
1935	21.79	808,859.36	21.81	67,941.36	88.64	1,089,252.66	48.54	469,461.04	30	576,900.12	----------	3,012,414.54
1936	5.64	753,587.58	91.52	322,639.62	109.36	907,648.89	209.14	1,769,646.24	70	2,046,307.51	----------	5,799,829.84
1937	----------	----------	70.58	142,362.98	84.89	668,768.70	1.99	44,773.97	8	248,562.28	----------	1,104,467.93
1938	9.32	456,627.92	67.05	392,145.57	113.19	1,124,998.28	59.15	469,167.52	28	650,025.92	----------	3,092,965.21
1939	2.93	486,910.70	84.01	459,352.31	73.11	872,796.85	25.02	244,383.12	30	562,173.14	$ 132,921.44	2,758,537.56
1940	19.36	724,646.94	64.56	209,125.57	49.27	773,106.44	31.00	287,424.34	23	743,463.71	135,793.20	2,873,560.20
1941	7.87	434,143.75	----------	31,366.31	32.08	525,423.25	43.78	473,393.69	7	231,517.35	81,944.05	1,777,788.40
1942	15.33	665,539.83	19.05	304,693.94	34.92	504,728.15	4.72	84,471.98	3	80,624.81	20,672.30	1,660,731.01
1943	19.38	747,741.33	16.26	168,227.47	22.22	325,247.73	0.56	20,836.65	5	201,148.68	13,494.80	1,476,696.66
1944	22.81	805,464.67	22.94	292,709.39	21.51	291,343.64	0.78	18,937.50	----------	7,603.00	8,550.00	1,424,608.20
1945	16.55	578,905.81	----------	170,536.87	14.09	232,012.25	----------	36,618.98	----------	----------	9,432.26	1,027,506.17
1946	15.71	495,613.35	14.87	221,237.37	17.95	412,884.21	3.71	154,579.46	10	415,441.03	27,730.58	1,727,486.00
1947	57.78	2,411,603.43	161.67	2,813,024.80	153.68	3,222,092.24	27.50	435,855.38	17	715,187.68	35,446.00	9,633,209.53
1948	8.45	852,921.76	145.05	3,596,940.14	175.44	4,081,884.47	22.84	594,337.16	22	2,105,393.44	59,371.76	11,290,848.73
1949	17.93	710,587.67	86.54	1,511,091.90	29.07	710,902.70	12.63	192,778.93	12	537,534.52	122,158.64	3,785,054.36
1950	6.30	286,456.04	97.83	1,561,673.09	94.17	1,369,801.02	11.62	176,226.21	11	577,441.31	158,483.10	4,130,080.77
1951	19.69	951,849.88	81.35	1,597,737.83	51.06	1,058,978.27	10.62	564,539.68	13	689,815.02	69,642.63	4,932,563.31
1952	38.30	1,834,170.46	220.83	4,488,003.27	87.25	1,983,171.76	18.83	285,781.22	20	1,204,636.23	263,382.21	10,059,145.15
1953	56.07	2,601,049.28	285.77	7,326,834.26	142.37	3,241,836.72	20.08	360,152.21	31	1,422,198.32	230,426.68	15,182,497.47
1954	9.35	497,045.51	215.02	4,342,166.56	91.15	1,731,106.45	11.90	137,890.39	22	979,771.87	315,658.98	8,003,639.76
1955	64.59	2,753,059.21	344.70	6,927,467.78	146.23	2,479,224.75	26.96	456,048.21	59	3,149,576.80	461,646.91	16,227,023.66
1956	56.75	2,763,053.01	306.54	7,526,801.50	148.85	3,462,362.01	7.34	216,814.92	32	2,013,524.71	430,080.05	16,412,636.20
1957	52.30	2,352,939.44	329.84	8,384,424.32	141.34	3,288,658.94	24.08	460,246.55	51	2,794,080.08	627,107.77	17,907,457.10
1958	87.42	5,698,177.40	552.06	14,314,033.80	190.50	4,735,658.17	28.68	754,010.91	87	5,460,774.10	219,512.51	31,182,166.89
1959	41.90	3,373,734.63	247.92	7,625,752.42	103.58	3,323,693.75	----------	----------	45	3,254,797.91	719,300.46	18,297,279.17
Total	720.98	$35,520,032.95	3,566.84	$75,067,145.10	2,520.68	$44,843,673.04	694.02	$9,044,670.20	698	$31,669,251.11	$4,142,756.33	$200,287,528.73

NOTE: This table includes the following work not located on the Federal-aid secondary system:

(a) Certain secondary roads constructed with Federal aid prior to establishment of Federal secondary system.

(b) State construction on State-aid roads.

(c) Roads serving State parks or institutions.

(d) Contracts for certain access roads not located on either primary or secondary system, and to be financed entirely with Federal funds authorized by the Defense Highway Act of 1941.

(e) Federal forest highways.

[1] Mileages include bituminous surfacing of existing pavements but not seal coats on existing bituminous surfaces or pavement patching. Costs include all three of these items.

[2] Costs include seal coats on existing bituminous surfaces and base repairs but mileages do not.

[3] Includes mileages and costs of shale and of soil-cement surfaced roads.

[4] Consists only of grading contracts awarded separately from surfacing. Includes cost but not mileage of oil earth surfaces on previously graded roads.

[5] Consists only of structure contracts awarded separately from surfacing or grading. Includes bridges, grade separation structures, and special structures.

[6] Includes such items as railroad grade crossing protection, landscaping, highway lighting, sidewalks, etc.

GRADING:		
35.71 miles roadway grading	$	207,285.22
2.13 miles shoulder widening		98,856.16
Total grading	$	306,141.38
STRUCTURES:		
30 bridges	$	3,646,371.95
5 culverts and 4 culvert extensions		119,100.98
10 narrow bridges widened or replaced		606,809.70
29 bridges improved or repaired		561,044.67
5 railroad grade separation structures		1,154,579.34
17 highway grade separation structures		5,404,298.92
Total structures	$	11,492,205.56
MISCELLANEOUS:		
43 traffic control signal installations	$	441,084.89
2 highway lighting installations		364,100.70
68 buildings removed from right-of-way		16,600.00
0.73 mile landscaping		19,962.30
Intersection improvements		5,432.25
13.80 miles guardfence reconstruction		511,122.60
Bituminous underseal of pavement		234,688.60
2.92 miles storm sewers and drainage improvements		1,730,347.85
41 railroad grade crossing automatic protective installations		582,650.60
9 improvements of railroad grade crossings proper		45,926.63
Other		366,059.02
Total miscellaneous	$	4,317,975.44
Total all work, primary system	$	68,524,932.73

Contracts awarded for improvement of State primary highways are listed in Table 22. These include contracts awarded by Cook County as well as those awarded by the State.

Included in the list of primary highway contracts are two financed with Federal-aid secondary funds and matching State funds. These contracts amounting to $821,878.97 are for widening and resurfacing SBI 10 (FAS 540) in Piatt County. These contracts have been included in the tabulation of primary contracts in this section, but because FAS funds were involved, they are also included in Table 57, Section XII, Local Roads and Streets, of this report.

5. SECONDARY ROAD CONTRACTS.—The secondary road contracts awarded directly by the State during 1959 provided for the following improvements:

SURFACING:		
5.77 miles portland cement concrete pavement, 2-lane	$	704,251.44
0.71 mile urban pavements of various types and widths, including widening and resurfacing		246,092.26
8.86 miles pavement lane widening preparatory to bituminous surfacing		286,513.44
32.03 miles bituminous surfacing of rigid-type pavement, continuous		1,747,853.11
3.39 miles bituminous surfacing of rigid-type pavement, intermittent		88,427.51
Concrete patching of existing pavement		42,249.00
154.05 miles bituminous surface treatment and flexible base		6,810,181.51
93.87 miles bituminous surface on existing flexible base		815,570.91
109.08 miles seal coats on existing bituminous surface		258,347.87
83.96 miles gravel or crushed-stone surface course		2,640,420.09
19.62 miles gravel or crushed-stone base course		683,273.66
Total surfacing	$	14,323,180.80
STRUCTURES:		
35 bridges	$	2,508,582.01
4 culverts		135,370.94
6 bridges improved or repaired		121,710.00
2 railroad grade separation structures		610,844.96
Total structures	$	3,376,507.91

MISCELLANEOUS:		
24 traffic control signal installations	$	194,618.27
18 railroad grade crossing automatic protective installations		355,844.14
Other		47,128.05
Total miscellaneous	$	597,590.46
Total all work, secondary system	$	18,297,279.17

The total secondary contracts as summarized above are listed in Tables 22 and 57. Secondary contracts not involving FAS funds are listed in Table 22 while those financed with Federal-aid secondary funds are shown in Table 57 of Section XII. Exceptions, however, are the two contracts for widening and resurfacing SBI 10 (FAS 540) in Piatt County at a total price of $821,878.97. These contracts are listed in Table 57 because Federal-aid secondary funds are used and they are also listed with primary highway contracts in this section because the improvement is on a primary highway.

6. STATE DAY LABOR HIGHWAY CONTRACTS.—Contracts awarded directly by the State to the State day labor organization, consisting largely of restoration or reconditioning of existing highways, are listed in Part C of Table 22.

The State day labor contracts awarded during 1959 totaled $1,941,573.57 of which $1,078,485.73 was financed with construction funds, $770,138.84 with maintenance funds, and $92,949.00 with State funds for work relating to Senate Bill 275 of the 68th General Assembly, and provided for the following improvements:

ON INTERSTATE SYSTEM

SURFACING:		
0.04 mile bituminous surface treatment and flexible surface	$	5,001.50
MISCELLANEOUS:		
Basement filling and fuel tank removal		1,400.00
Total on interstate system	$	6,401.50

ON PRIMARY SYSTEM
(*Excluding Interstate*)

SURFACING:		
0.60 mile bituminous surfacing of rigid-type pavement, continuous	$	21,575.85
1.28 miles bituminous surfacing of rigid-type pavement, intermittent		29,400.62
53.81 miles bituminous surfacing on existing flexible base		111,549.34
Pavement patching of existing pavement		99,696.00
Total surfacing	$	262,221.81
GRADING:		
35.17 miles roadway grading	$	207,285.22
STRUCTURES:		
1 bridge	$	8,649.20
4 culverts and 1 culvert extension		46,597.50
26 bridges improved or repaired		217,025.07
Total structures	$	272,271.77
MISCELLANEOUS:		
Intersection improvements	$	5,432.25
13.80 miles guardrail reconstruction		511,122.60
Bituminous underseal of pavement		234,688.60
0.59 mile storm sewers and drainage improvements		20,980.00
Other		185,286.92
Total miscellaneous	$	957,510.37
Total on primary system (excluding interstate)	$	1,699,289.17

ON SECONDARY SYSTEM

SURFACING:		
0.28 mile bituminous surfacing on flexible base	$	5,298.00
30.83 miles bituminous surface treatment on existing bituminous surface		36,918.40
Total surfacing	$	42,216.40
GRADING:		
Special ditch construction	$	12,294.00
STRUCTURES:		
5 bridges improved or repaired	$	43,883.50
MISCELLANEOUS:		
7 miles bituminous shoulder construction	$	6,077.00
0.28 mile gravel or crushed-stone base		14,204.00
Miscellaneous related highway work as sponsored by Senate Bill 275 of the 68th General Assembly		92,949.00
Other		24,259.00
Total miscellaneous	$	137,489.00
Total on secondary system	$	235,882.90
Total all State day labor contracts awarded	$	1,941,573.57

7. FEDERAL AND NONFEDERAL PROGRAMS.—Of the total State highway contracts awarded amounting to $187,760,198.44, Federal aid was involved in $176,851,785.39 or 94.2 per cent, while contracts to be financed entirely with State or State and county funds amounted to $10,908,413.05 or 5.8 per cent. The status of recent allotments of Federal aid to Illinois is given in Table 11 of Section III, Financing.

Table 19 shows the contracts awarded in 1959 by each unit of government for State highway purposes classified by funds obligated.

(a) *Interstate Highway Awards.*—The contracts awarded for interstate work involving 90 per cent Federal and 10 per cent State participation totaled $99,372,007.21. In addition, contracts on interstate highways involving 1954 Act interstate funds, Federal-aid primary, and urban funds amounted to $1,538,249.34 and interstate contracts to be financed entirely with State and county funds amounted to $27,729.99. This accounts for contracts on the interstate highways, listed in Table 22, totaling $100,937,986.54.

(b) *Other Primary Highway Awards.*—On other primary highways, awards involving Federal-aid primary, urban, secondary, Cook County Expressways, and grade crossing funds amounted to $59,832,-699.38, most of which was financed with 50 per cent Federal participation. Other primary contracts financed entirely with State and county funds amounted to $8,845,678.65.

(c) *Secondary* ~~*Highway*~~ Road *Awards.*—Secondary ~~highway~~ road awards totaled $18,297,279.17. Of this amount Federal funds participated in contracts amounting to $16,262,274.76 which involved Federal-aid secondary, urban, or other Federal funds. The remaining secondary road ~~highway~~ contracts amounting to $2,035,004.41 were financed entirely with State funds.

TABLE 19.—CONTRACTS OF 1959 INCLUDED IN THE FEDERAL AND NONFEDERAL PROGRAMS.

System and Fund Designation	Interpretation of Designation	Awarded By			Federal-aid Program	Non-Federal-aid Program	Total
		State	Cook County	City of Chicago			
Interstate and Other Primary							
Int.	Interstate	$82,492,593.76	$ 5,884,081.70	$10,705,813.45	$99,082,488.91		$99,082,488.91
Int. G	Interstate, railroad-highway	267,069.30			267,069.30		267,069.30
State (on Int. Routes)	State funds only	21,328.49				$ 21,328.49	21,328.49
State DL (Construction on Int. Routes)	State funds only, day labor	6,401.50				6,401.50	6,401.50
FI	Federal-aid primary, interstate	1,538,249.34			1,538,249.34		1,538,249.34
State	State funds only	7,146,389.48				7,146,389.48	7,146,389.48
State DL (Construction)	State funds only, day labor	962,908.83				962,908.83	962,908.83
State DL (Maintenance)	State funds only, day labor	736,380.34				736,380.34	736,380.34
FA	Federal-aid primary	22,259,910.21			22,259,910.21		22,259,910.21
FG	Federal-aid primary, railroad-highway	505,070.53			505,070.53		505,070.53
FU	Federal-aid urban	23,135,707.48			23,135,707.48		23,135,707.48
FAS (on SBI Routes)	Federal-aid secondary	821,878.97			821,878.97		821,878.97
HPS (on Int. Route)	Highway planning survey	22,449.00			22,449.00		22,449.00
BU	Expressway bond issue, urban		12,638,828.37		12,638,828.37		12,638,828.37
BUG	Expressway bond issue, urban railroad-highway		317,858.52		317,858.52		317,858.52
	Total interstate and other primary	$139,916,337.23	$18,840,768.59	$10,705,813.45	$160,589,510.63	$8,873,408.64	$169,462,919.27
Secondary System							
FAS	Federal-aid secondary	$15,342,074.05			$15,342,074.05		$15,342,074.05
FAS DL (County)	FAS county day labor	285,309.37			285,309.37		285,309.37
State	State funds only	1,799,121.51				$1,799,121.51	1,799,121.51
State DL (Construction)	State funds only DL	109,175.40				109,175.40	109,175.40
State DL (Maintenance)	State funds only DL	33,758.50				33,758.50	33,758.50
State DL (SB 275)	State, roads to State parks and institutions	92,949.00				92,949.00	92,949.00
FA (on FAS Routes)	Federal-aid funds	44,167.31			44,167.31		44,167.31
FU (on FAS Routes)	Federal-aid urban funds	169,344.03			169,344.03		169,344.03
FUS	Federal-aid secondary, urban	246,092.26			246,092.26		246,092.26
FUSG	Federal-aid secondary, urban railroad-highway	175,287.74			175,287.74		175,287.74
	Total secondary	$18,297,279.17			$16,262,274.76	$2,035,004.41	$18,297,279.17
	Total all contracts	$158,263,960.98	$18,840,768.59	$10,705,813.45	$176,851,785.39	$10,908,413.05	$187,760,198.44

8. PAVEMENT AND BRIDGE REHABILITATION. — Contracts for modernization of existing rigid-type pavements by widening and resurfacing including related bridge work within the rural area are listed in Part B and those within the urban area are listed in Part A of Table 22. This is a very essential part of our highway program. It accounts for 26.5 per cent of all primary (except interstate) highway contract awards, 21.6 per cent of all secondary road contract awards, and 25.5 per cent of all contracts (except interstate) awarded during 1959, provided for the following improvements.

The following tabulation summarizes these data:

PRIMARY HIGHWAYS:	
Pavement widening and resurfacing, including related bridge work	$ 17,979,603.96
Concrete pavement patching	208,056.78
Total, primary system	$ 18,187,660.74
SECONDARY ROADS:	
Pavement widening and resurfacing—State funds only	$ 2,181,118.56
Concrete pavement patching—State funds only	82,028.66
Pavement widening and resurfacing with FAS funds	1,674,731.91
Total, secondary system	$ 3,937,879.13
Total, both systems	$ 22,125,539.87

9. CHICAGO EXPRESSWAYS.—Expressway contracts awarded during 1959 by the State, Cook County, and the City of Chicago for projects on the expressway system of the Chicago Metropolitan Area totaled $53,886,357.18 and provided for the following:

CALUMET EXPRESSWAY

1 highway grade separation structure	$ 191,964.35
1 highway lighting installation	88,593.75
Total	$ 280,558.10

CONGRESS STREET EXPRESSWAY

4.58 miles concrete pavement	$ 7,654,295.35
3 railroad grade separation structures	767,654.16
2 highway grade separation structures	210,000.00
2 highway lighting installations	158,911.00
1.94 miles flexible shoulders	25,988.15
Miscellaneous	1,012,022.01
Total	$ 9,828,870.67

EDENS EXPRESSWAY

1 highway lighting installation	$ 67,171.48
0.92 mile flexible shoulders	13,335.20
Miscellaneous	47,871.07
Total	$ 128,377.75

KINGERY EXPRESSWAY

1 highway lighting installation	$ 177,187.50

NORTHWEST EXPRESSWAY

11.78 miles concrete pavement	$ 27,997,442.38
1 bridge	189,160.19
1 railroad grade separation structure	317,858.52
14 highway grade separation structures	6,978,453.11
3 highway lighting installations	856,425.33
141 buildings removed from right-of-way	115,120.00
6.99 miles flexible shoulders	165,887.60
Miscellaneous	1,056,738.72
Total	$ 38,182,433.81

SOUTH EXPRESSWAY

1.62 miles grading	$ 780,383.90
344 buildings removed from right-of-way	280,335.00
0.89 mile storm sewers and drainage improvements	4,204,960.45
Total	$ 5,265,679.35

SOUTHWEST EXPRESSWAY

23 buildings removed from right-of-way	$ 23,250.00
Total all work, Chicago expressway system	$ 53,886,357.18

The practice of assigning part of the Federal-aid urban funds allotted to the State to some of the expressway projects awarded by Cook County and the City of Chicago was continued. The totals of such contracts awarded in the ten years preceding 1959 were $108,-635,425.55 by the county and $63,936,516.54 by the city. Expressway contracts awarded in 1959 by Cook County and the City of Chicago, which are listed in Table 22, amounted to $18,840,768.59 and $10,705,-813.45 respectively. Most of these contracts were on the interstate highway system. However, expressway contracts not involving Federal aid and financed with motor fuel tax are summarized in Section XII, Local Roads and Streets.

10. INTERSTATE HIGHWAYS.—The designation of the National System of Interstate Highways of not more than 40,000 miles was authorized by the Federal-aid Highway Act of 1944. Approval for 37,681 miles on the Nation-wide system was made by the Federal Bureau of Public Roads in 1947. The allocation to Illinois at that time was over 1,500 miles. Additions to bypass urban areas were designated in 1955 which increased the interstate mileage in Illinois to over 1,600.

The Federal-aid Highway Act of 1956 authorized the addition of 1,000 miles to the Nation's system and changed the name to the "National System of Interstate and Defense Highways." The additions to the interstate system in Illinois made a total of over 1,612 miles by the end of 1959, but during the year consideration was being given to a location for FAI 64 on a more southern location than that paralleling Route US 50. If this location is selected the interstate mileage in Illinois will be 1,586.5. Figure 6 shows interstate routes in Illinois with FAI 64 on the more southern location.

A summary of the contracts awarded on the interstate system by the State, Cook County, and the City of Chicago, exclusive of construction by toll authorities, is given in the following tabulation.

Type of Improvement	Before 1959	During 1959
8-lane pavement	3.19 mi.	7.04 mi.
6-lane pavement	6.14 mi.	5.30 mi.
4-lane pavement	98.56 mi.	54.93 mi.
Converting 2-lane pavement to 4-lane divided pavement	70.39 mi.	.....
2-lane pavement	131.87 mi.	2.88 mi.
Bituminous surfacing of existing pavement	95.59 mi.	.....
Grading	39.08	7.59
Bridges	92	30
Railroad grade separations	54	11
Highway grade separations	167	80
Miscellaneous sewer and water main construction	[1] 7.63 mi.	2.27 mi.
Temporary railroad relocation	[1] 6.64 mi.	.....
PCC frontage roads and retaining walls	[1] 1.13 mi.	8.63 mi.
Total contract cost	$240,931,004.31	$100,937,986.54

[1] Not reported prior to 1957.

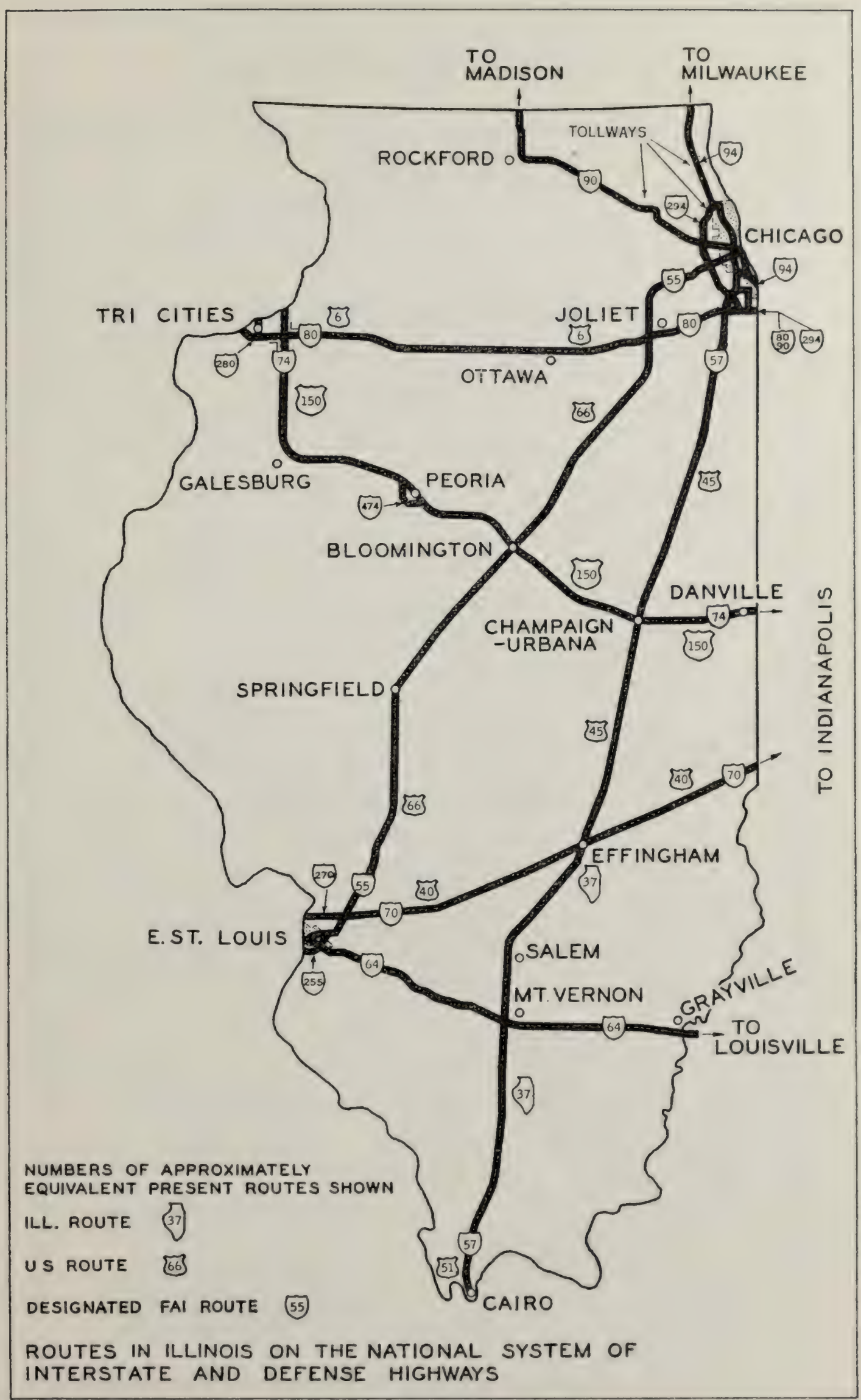

TO MADISON
TO MILWAUKEE
TOLLWAYS
ROCKFORD
CHICAGO
TRI CITIES
JOLIET
OTTAWA
GALESBURG
PEORIA
BLOOMINGTON
DANVILLE
CHAMPAIGN -URBANA
SPRINGFIELD
EFFINGHAM
E. ST. LOUIS
SALEM
MT. VERNON
GRAYVILLE
TO LOUISVILLE
TO INDIANAPOLIS
CAIRO
NUMBERS OF APPROXIMATELY EQUIVALENT PRESENT ROUTES SHOWN
ILL. ROUTE
U S ROUTE
DESIGNATED FAI ROUTE
ROUTES IN ILLINOIS ON THE NATIONAL SYSTEM OF INTERSTATE AND DEFENSE HIGHWAYS

Figure 6.

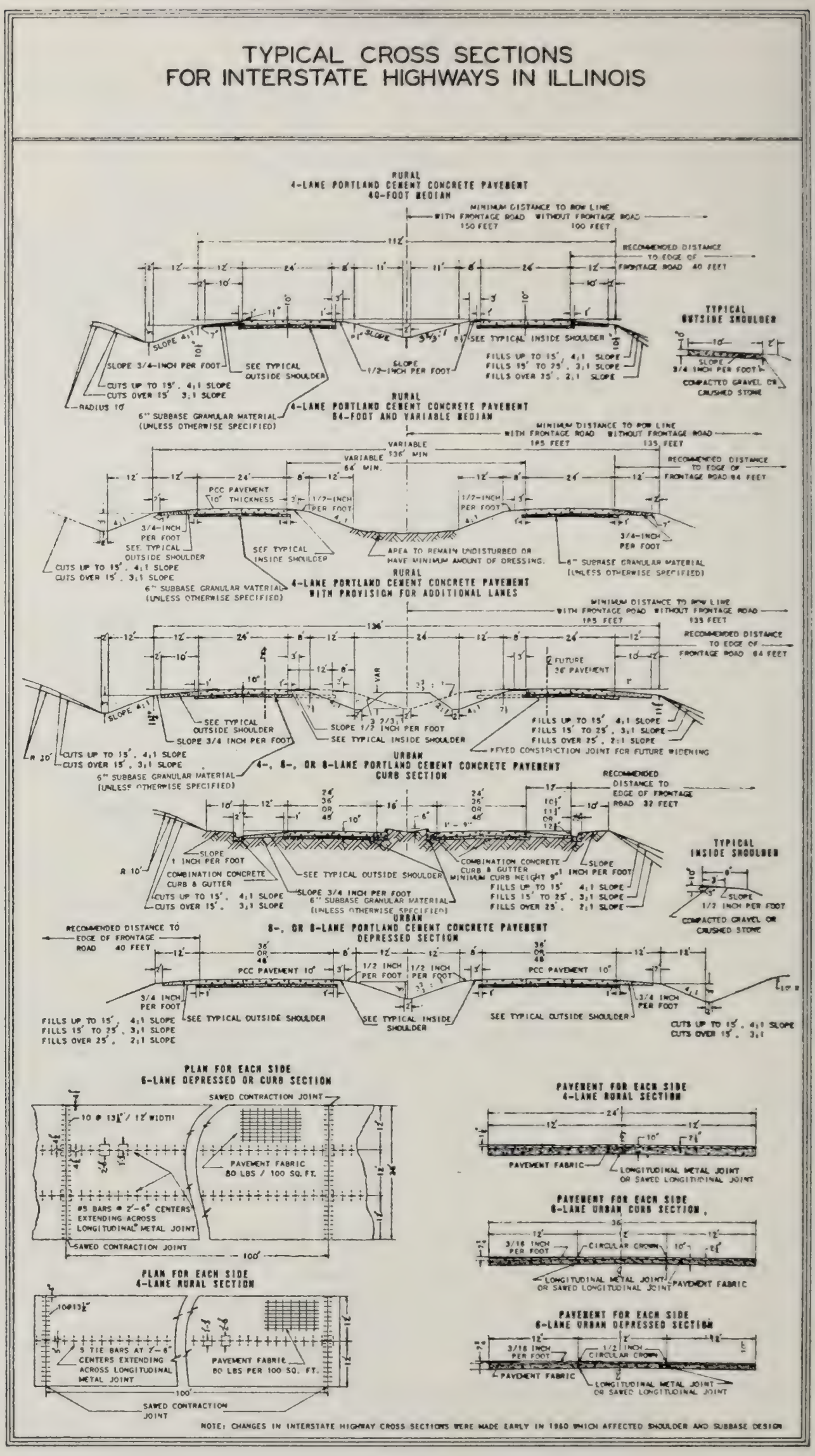

TYPICAL CROSS SECTIONS
FOR INTERSTATE HIGHWAYS IN ILLINOIS
RURAL
4-LANE PORTLAND CEMENT CONCRETE PAVEMENT
40-FOOT MEDIAN
MINIMUM DISTANCE TO ROW LINE
WITH FRONTAGE ROAD 150 FEET
WITHOUT FRONTAGE ROAD 100 FEET
RECOMMENDED DISTANCE TO EDGE OF FRONTAGE ROAD 40 FEET
SLOPE 3/4-INCH PER FOOT
SEE TYPICAL OUTSIDE SHOULDER
SLOPE 1/2-INCH PER FOOT
SEE TYPICAL INSIDE SHOULDER
FILLS UP TO 15', 4:1 SLOPE
FILLS 15' TO 25', 3:1 SLOPE
FILLS OVER 25', 2:1 SLOPE
CUTS UP TO 15', 4:1 SLOPE
CUTS OVER 15', 3:1 SLOPE
RADIUS 10'
6" SUBBASE GRANULAR MATERIAL
(UNLESS OTHERWISE SPECIFIED)
TYPICAL OUTSIDE SHOULDER
SLOPE 3/4 INCH PER FOOT
COMPACTED GRAVEL OR CRUSHED STONE
RURAL
4-LANE PORTLAND CEMENT CONCRETE PAVEMENT
64-FOOT AND VARIABLE MEDIAN
MINIMUM DISTANCE TO ROW LINE
WITH FRONTAGE ROAD 195 FEET
WITHOUT FRONTAGE ROAD 135 FEET
VARIABLE 136' MIN
VARIABLE 64' MIN.
RECOMMENDED DISTANCE TO EDGE OF FRONTAGE ROAD 84 FEET
PCC PAVEMENT 10" THICKNESS
1/2-INCH PER FOOT
3/4-INCH PER FOOT
SEE TYPICAL OUTSIDE SHOULDER
SEE TYPICAL INSIDE SHOULDER
AREA TO REMAIN UNDISTURBED OR HAVE MINIMUM AMOUNT OF DRESSING.
6" SUBBASE GRANULAR MATERIAL
(UNLESS OTHERWISE SPECIFIED)
CUTS UP TO 15', 4:1 SLOPE
CUTS OVER 15', 3:1 SLOPE
RURAL
4-LANE PORTLAND CEMENT CONCRETE PAVEMENT
WITH PROVISION FOR ADDITIONAL LANES
MINIMUM DISTANCE TO ROW LINE
WITH FRONTAGE ROAD 195 FEET
WITHOUT FRONTAGE ROAD 135 FEET
RECOMMENDED DISTANCE TO EDGE OF FRONTAGE ROAD 84 FEET
FUTURE 36' PAVEMENT
SLOPE 3/4 INCH PER FOOT
SLOPE 1/2 INCH PER FOOT
SEE TYPICAL INSIDE SHOULDER
FILLS UP TO 15', 4:1 SLOPE
FILLS 15' TO 25', 3:1 SLOPE
FILLS OVER 25', 2:1 SLOPE
FEYED CONSTRUCTION JOINT FOR FUTURE WIDENING
URBAN
4-, 6-, OR 8-LANE PORTLAND CEMENT CONCRETE PAVEMENT
CURB SECTION
RECOMMENDED DISTANCE TO EDGE OF FRONTAGE ROAD 32 FEET
SLOPE 1 INCH PER FOOT
COMBINATION CONCRETE CURB & GUTTER
SEE TYPICAL OUTSIDE SHOULDER
SLOPE 3/4 INCH PER FOOT
6" SUBBASE GRANULAR MATERIAL
(UNLESS OTHERWISE SPECIFIED)
CUTS UP TO 15', 4:1 SLOPE
CUTS OVER 15', 3:1 SLOPE
MINIMUM CURB HEIGHT 9"
FILLS UP TO 15', 4:1 SLOPE
FILLS 15' TO 25', 3:1 SLOPE
FILLS OVER 25', 2:1 SLOPE
TYPICAL INSIDE SHOULDER
SLOPE 1/2 INCH PER FOOT
COMPACTED GRAVEL OR CRUSHED STONE
URBAN
6-, OR 8-LANE PORTLAND CEMENT CONCRETE PAVEMENT
DEPRESSED SECTION
RECOMMENDED DISTANCE TO EDGE OF FRONTAGE ROAD 40 FEET
PCC PAVEMENT 10"
1/2 INCH PER FOOT
3/4 INCH PER FOOT
SEE TYPICAL OUTSIDE SHOULDER
SEE TYPICAL INSIDE SHOULDER
FILLS UP TO 15', 4:1 SLOPE
FILLS 15' TO 25', 3:1 SLOPE
FILLS OVER 25', 2:1 SLOPE
CUTS UP TO 15', 4:1 SLOPE
CUTS OVER 15', 3:1
PLAN FOR EACH SIDE
6-LANE DEPRESSED OR CURB SECTION
SAWED CONTRACTION JOINT
10 @ 13½" / 12' WIDTH
PAVEMENT FABRIC
80 LBS / 100 SQ. FT.
#5 BARS @ 2'-6" CENTERS EXTENDING ACROSS LONGITUDINAL METAL JOINT
100'
PLAN FOR EACH SIDE
4-LANE RURAL SECTION
5 TIE BARS AT 2'-6" CENTERS EXTENDING ACROSS LONGITUDINAL METAL JOINT
PAVEMENT FABRIC
80 LBS PER 100 SQ. FT.
SAWED CONTRACTION JOINT
PAVEMENT FOR EACH SIDE
4-LANE RURAL SECTION
PAVEMENT FABRIC
LONGITUDINAL METAL JOINT OR SAWED LONGITUDINAL JOINT
PAVEMENT FOR EACH SIDE
6-LANE URBAN CURB SECTION
3/16 INCH PER FOOT
CIRCULAR CROWN
LONGITUDINAL METAL JOINT OR SAWED LONGITUDINAL JOINT
PAVEMENT FABRIC
PAVEMENT FOR EACH SIDE
6-LANE URBAN DEPRESSED SECTION
3/16 INCH PER FOOT
1/2 INCH CIRCULAR CROWN
PAVEMENT FABRIC
LONGITUDINAL METAL JOINT OR SAWED LONGITUDINAL JOINT
NOTE: CHANGES IN INTERSTATE HIGHWAY CROSS SECTIONS WERE MADE EARLY IN 1960 WHICH AFFECTED SHOULDER AND SUBBASE DESIGN

Figure 7.

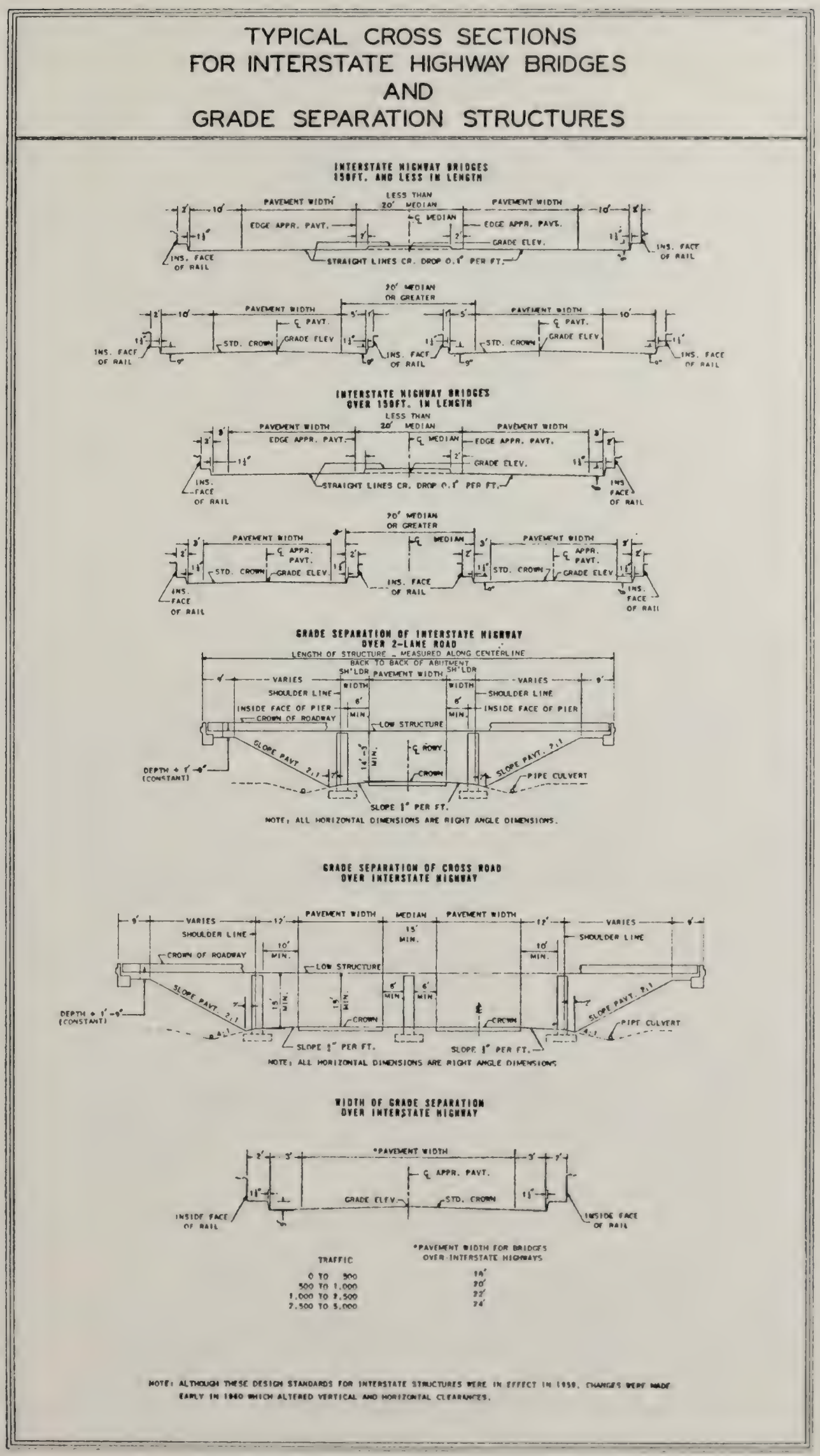
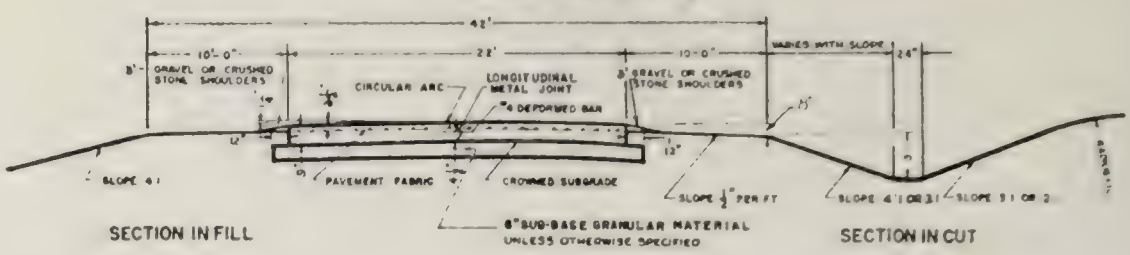


Figure 7.—Concluded.

TYPICAL CROSS SECTIONS FOR STATE HIGHWAYS IN ILLINOIS EXCLUSIVE OF INTERSTATE 1959

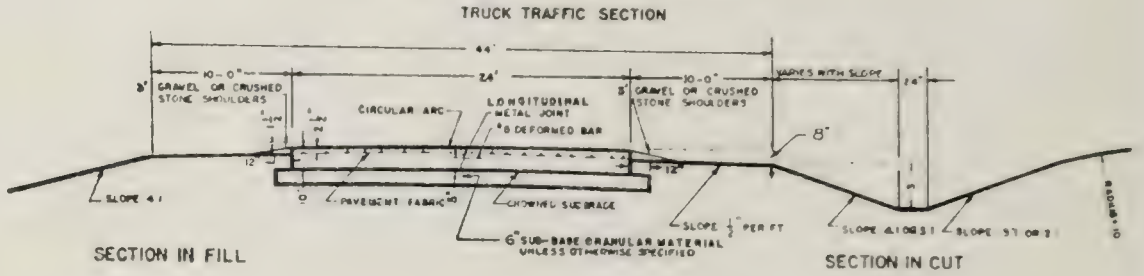
PORTLAND CEMENT CONCRETE PAVEMENT

NORMAL TRAFFIC SECTION

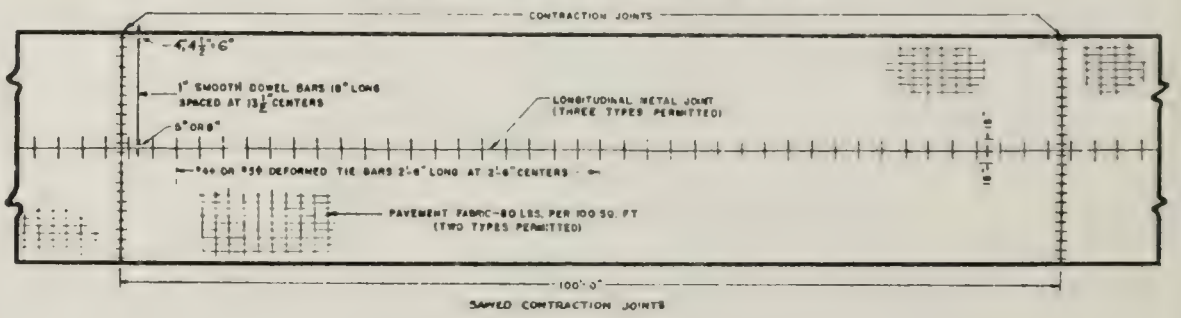


PORTLAND CEMENT CONCRETE PAVEMENT

TRUCK TRAFFIC SECTION

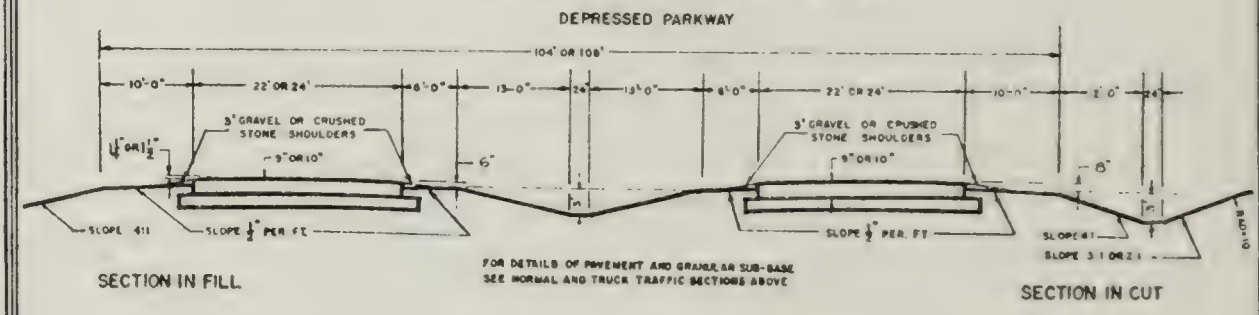


PLAN FOR PORTLAND CEMENT CONCRETE PAVEMENT



DUAL PORTLAND CEMENT CONCRETE PAVEMENT

DEPRESSED PARKWAY



DUAL PORTLAND CEMENT CONCRETE PAVEMENT

4 FOOT MEDIAN

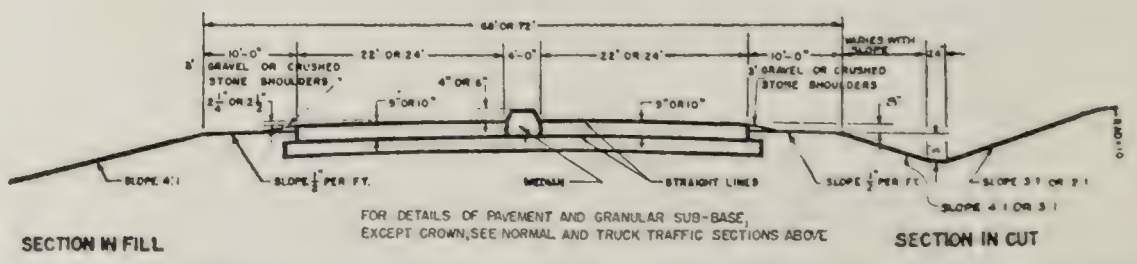


Figure 8.

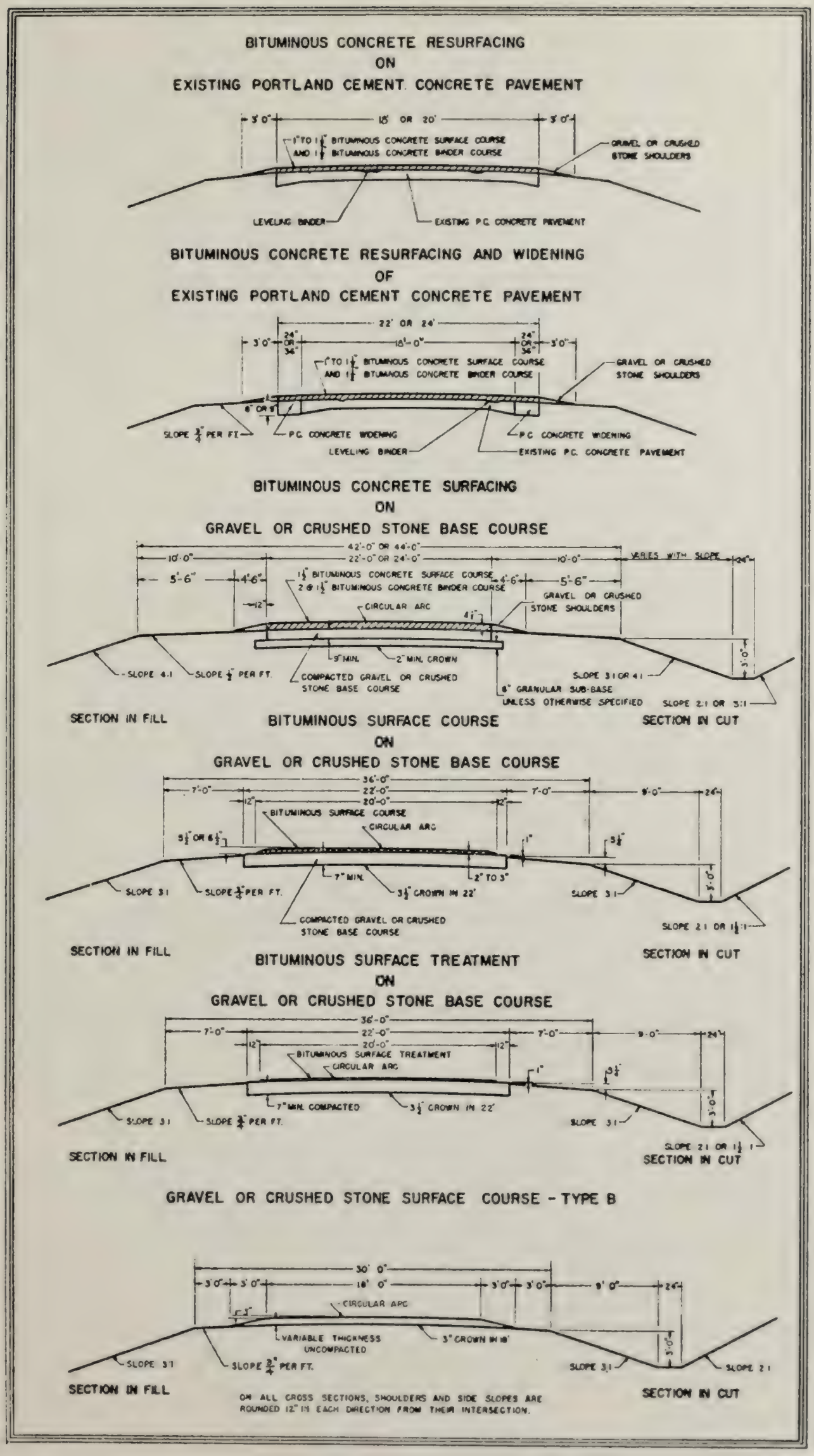


Figure 8.—Concluded.

11. FREEWAYS.—Figure 9 shows the location of highways in Illinois which have been designated as freeways. An additional 161 miles of State highways were declared freeways in 1959, bringing the total length so designated to 1,972 miles. Those designated in 1959 are:

FAI Route 55 (US 66) from south of Springfield to north of Sherman.
FAI Route 55 (US 66) from northeast of Normal to southwest of Bloomington.
FAI Route 70 from southwest of Brownstown to Altamont.
FAI Route 80 from east of Geneseo to Bureau-Henry County line.
FAI Route 80 from Henry-Bureau County line to SBI 88.
FAI Route 80 from SBI 88 east to near Peru.
FAI Route 270 from Mississippi River Bridge to Troy.
FA Route 2 (US 51) north of DuQuoin.
FA Route 2 (US 51) south of Shobonier.
FA Route 2 (US 51) from Centralia, southerly.
FA Route 2 (US 51) from Richview, northeasterly.
FA Route 2 (US 51) at Irvington.
FA Route 4 (Alt. US 67) from south of Madison to north of East St. Louis.
FA Route 7 (Alt. US 30) from Chapel Hill Cemetery to DuPage-Cook County line.
FA Route 7 (US 34) from Monmouth, northeasterly.
FA Routes 9 and 86 (US 150, Ill. 97) 2 miles east of Knoxville.
FA Routes 10 and 10 Spur (US 24) from Cedar Street Bridge in East Peoria, southeasterly.
FA Route 10 (US 136) from east of Macomb to junction with FA Route 78.
FA Route 11 Spur from SBI 10 to FAI 74 east of Danville.
FA Route 13 Spur from SBI 12 to FA 13 near Vincennes.
FA Route 25 (Ill. 29) from Taylorville to Velma.
FA Route 25 (Ill. 29) from north limit of Springfield, northerly.
FA Route 25 (Ill. 29) from east of Springfield to Rochester.
FA Route 28 (US 52, Ill. 64) from southwest to east of Mt. Carroll.
FA Route 29 (US 34) from Galesburg to Wataga.
FA Route 49 (US 36) from east of Springfield to southwest of Riverton.
FA Route 53 (US 150) south of East Moline.
FA Route 73 (Ill. 121) from northwest to east of Latham.
FA Route 73 (Ill. 121) from north to southeast of Mt. Pulaski.
FA Route 73 (Ill. 121) from intersection with SBI 9 to southwest of Morton.
FA Routes 100 and 101 (Ill. 3, 144) at intersection of FA Route 100 with FA Route 101 west of Murphysboro.
FA Route 151 (Alt. US 67) from Diversion Channel south to Bypass Routes US 66 and 40.
FAS Route 711 south of Altamont.
SA Route 5 south of East Moline.

12. BRIDGES.—The bridge plans prepared, bridges placed under contract, and other bridge work are summarized in the following tabulation:

Bridge Plans Prepared	Number
County and township	2
County 15d and motor fuel tax	
State bond issue	26
Federal-aid	157
Subtotal	185
Culverts (State and Federal-aid contracts)	3,222
Total	3,407

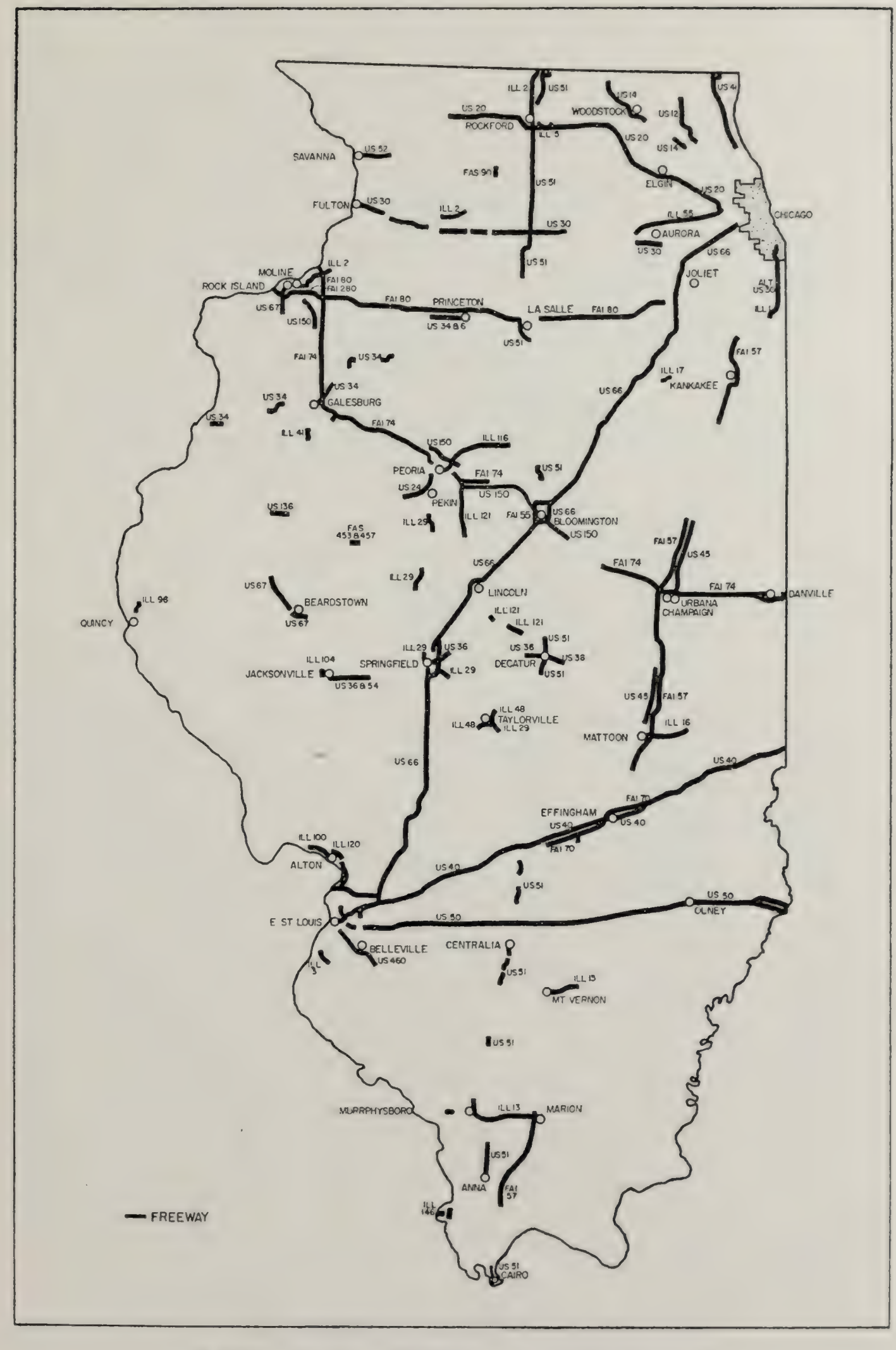


Figure 9.—Location of highways designated as freeways.

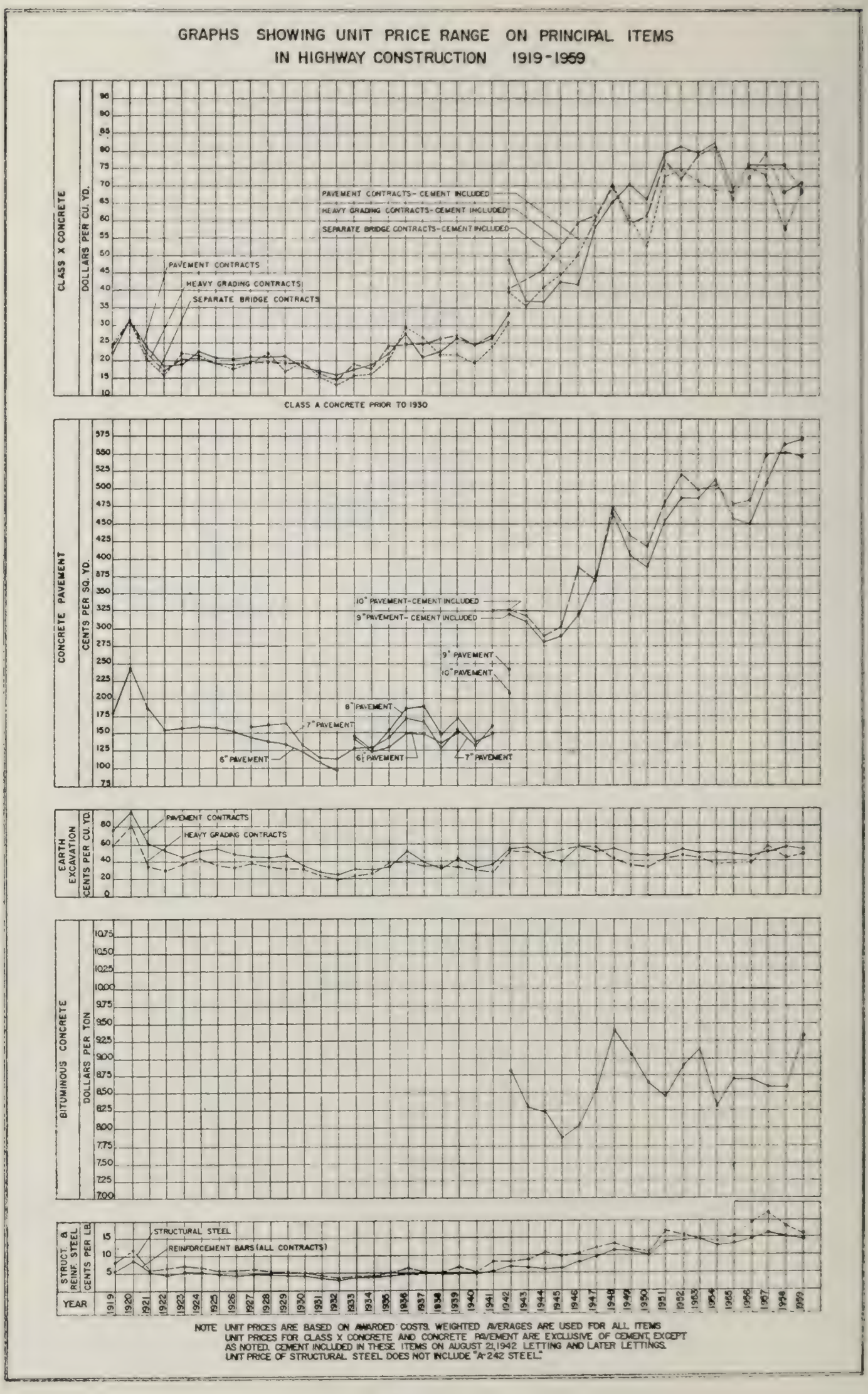

GRAPHS SHOWING UNIT PRICE RANGE ON PRINCIPAL ITEMS
IN HIGHWAY CONSTRUCTION 1919-1959
CLASS X CONCRETE
DOLLARS PER CU. YD.
PAVEMENT CONTRACTS- CEMENT INCLUDED
HEAVY GRADING CONTRACTS- CEMENT INCLUDED
SEPARATE BRIDGE CONTRACTS-CEMENT INCLUDED
PAVEMENT CONTRACTS
HEAVY GRADING CONTRACTS
SEPARATE BRIDGE CONTRACTS
CLASS A CONCRETE PRIOR TO 1930
CONCRETE PAVEMENT
CENTS PER SQ. YD.
10" PAVEMENT-CEMENT INCLUDED
9" PAVEMENT- CEMENT INCLUDED
9" PAVEMENT
10" PAVEMENT
8" PAVEMENT
7" PAVEMENT
6" PAVEMENT
6½" PAVEMENT
7" PAVEMENT
EARTH EXCAVATION
CENTS PER CU. YD.
PAVEMENT CONTRACTS
HEAVY GRADING CONTRACTS
BITUMINOUS CONCRETE
DOLLARS PER TON
STRUCT. & REINF. STEEL
CENTS PER LB.
STRUCTURAL STEEL
REINFORCEMENT BARS (ALL CONTRACTS)
YEAR
NOTE UNIT PRICES ARE BASED ON AWARDED COSTS. WEIGHTED AVERAGES ARE USED FOR ALL ITEMS
UNIT PRICES FOR CLASS X CONCRETE AND CONCRETE PAVEMENT ARE EXCLUSIVE OF CEMENT, EXCEPT
AS NOTED. CEMENT INCLUDED IN THESE ITEMS ON AUGUST 21, 1942 LETTING AND LATER LETTINGS.
UNIT PRICE OF STRUCTURAL STEEL DOES NOT INCLUDE "A-242 STEEL."

Figure 10.

Bridges Placed Under Contract	Number	Contract Price
County and township	---	----------
County 15d and motor fuel tax	---	----------
State bond issue	14	$ 1,132,706.04
Federal-aid	183	37,312,334.45
Total	197	$38,445,040.49

OTHER WORK

Shop drawings for steel bridges approved	440
Steel bridges for which shop inspection of steel was made	279
Foreign plans approved	543
Old bridges analyzed for strength	275
Tons of structural steel inspected, except handrails	25,826

Table 20 indicates the plans prepared and contracts awarded for bridges and foreign plans approved, annually, since 1906. It includes all bridges for State and county highways whether built as independent contracts or included in general road contracts.

TABLE 20.—RECORD OF BRIDGE WORK, 1906-1959.

Year	Plans and Specifications Prepared	Contracts Let on State Plans	Contract Price	Foreign Plans Approved[1]
1906 thru 1930	8,319	6,137	$ 34,692,985.27	16,987
1931	673	437	3,997,361.24	6,221
1932	683	603	3,988,988.46	7,546
1933	482	390	2,815,976.05	4,410
1934	419	299	4,547,005.88	5,020
1935	342	300	4,394,287.12	2,441
1936	319	258	7,742,110.07	3,060
1937	288	254	4,506,279.14	1,952
1938	304	236	3,921,100.75	1,050
1939	272	217	2,817,481.72	1,044
1940	266	194	2,838,897.03	832
1941	138	130	3,067,158.02	666
1942	220	106	1,104,427.66	279
1943	122	62	418,753.64	198
1944	149	74	817,973.77	223
1945	110	90	1,682,640.00	226
1946	128	141	3,545,550.62	450
1947	137	135	4,767,188.35	189
1948	122	93	6,779,175.89	196
1949	90	86	4,952,839.41	132
1950	164	99	2,750,017.08	122
1951	108	130	6,566,189.53	98
1952	133	120	10,785,576.92	185
1953	109	132	9,287,045.05	218
1954	171	155	13,354,854.18	324
1955	146	146	13,850,013.76	349
1956	137	166	15,167,468.10	429
1957	139	216	38,769,316.32	350
1958	171	229	36,037,644.77	427
1959	185	197	38,445,040.49	543
Total	15,046	11,832	$288,411,346.29	56,167

[1] Plans prepared by county superintendents of highways and others outside of the Division of Highways.

13. RAILROAD CROSSINGS.—Contracts for 15 railroad grade separation structures and one combination railroad and highway structure were awarded in 1959 as shown in Table 21. Federal-aid funds

are involved in the financing of 12 of these structures and only State funds in the other 4.

Construction was also authorized for the protection and improvement of 73 railroad grade crossings exclusive of FAS work reported in Section XII. Included were automatic flashing-light signal installations at 2 primary and 6 secondary highway crossings; installation of automatic flashing-light gates on 2 primary and 7 secondary highway crossings; installation of automatic protection and crossing improvements at 12 primary and 3 secondary highway crossings; improvements of the crossing proper, including modernization or relocation of existing automatic protection at 28 primary and one secondary highway crossings; and reconstruction, including track raising, relocation, or widening at 12 crossings on primary routes. The total cost of this work was $984,421.37 of which $628,577.23 was on primary highways and $355,844.14 on secondary roads. Participation in the financing of crossing protection described above was as follows:

State	$826,803.91
Federal Government	37,589.45
Counties	4,217.75
Cities	500.00
Motor Fuel Tax	2,057.00
Railroads	113,253.26
Total	$984,421.37

TABLE 21.—RAILROAD GRADE SEPARATION STRUCTURE CONTRACTS AWARDED DURING 1959.

Location				Highway Over or Under	Railroad	Total Estimated Cost to State and Railroad
Route	Section	County	Near			
FAI 57	X1-6S	Williamson	Neilson	Under	CB&Q	$ 333,300
FAI 64	51-23V	Lawrence	Lawrenceville	Over	CCC&StL	151,330
FAI 70	25-4HV1	Effingham	Effingham	Over	IC & US 45	[1]223,120
FAI 74	90-15V	Tazewell	Morton	Over	AT&SF	319,500
FAI 74	92-10S	Vermilion	Hillery	Under	P&E(NYC)	223,220
FAI 80	(32, 47)4	Grundy-Kendall	Minooka	Under	EJ&E	237,300
FAI 80	50-4V	LaSalle	Ottawa	Over	CB&Q	150,440
FAI 90	100-S	Cook	Berkeley	Under	IC	162,470
FAI 90	100-V	Cook-DuPage	Elmhurst	Over	CGW-CA&E	368,620
FA 19	12V-R	Kendall	Montgomery	Revise over	CB&Q	364,240
FA 65	135S	Christian	Taylorville	Under	Wabash	220,460
FAS 3	X-6S	Lake	Gurnee	Under	CMStP&P	261,160
SBI 18	7VD-2R	Cook	Cicero	Repair over	CB&Q	265,970
SBI 40	10V-R	JoDaviess	Stockton	Revise over	CGW	92,640
SBI 54	545-1	Cook	Lemont	Revise over	GM&O	292,200
SA 35	15V-R	Cook	Chicago Ridge	Repair over	B&OCT	610,430
					Total	$4,276,400

[1] Combination railroad and highway grade separation—cost shown is for railroad portion only.

TABLE 22.—DETAILED TABULATION OF STATE HIGHWAY CONTRACTS AWARDED DURING 1959, EXCLUSIVE OF FEDERAL-AID SECONDARY CONTRACTS.

PART A.—REGULAR CONSTRUCTION.

INTERSTATE HIGHWAY CONTRACTS AWARDED BY THE STATE

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 74	10-6	Int.	Champaign	FAI 74 about 1 mi. northeast to 5 mi. east of Urbana. (For balance of contract see primary portion of Part A, Sec. 3X)	5.25	PCC pavement and construction of interchange	2@24	$2,121,244.58
FAI 74	10-6B, 10-6HB-1	Int.	Champaign	Over Saline West Branch of Salt Fork about 1 mi. northeast of Urbana		2 bridges		
				Urbana Spur over FAI 74 about 1 mi. northeast of Urbana		Hwy. gr. sep. struct.		349,155.82
FAI 74	10-6HB, 6HB-2, 6HB-3, 6HB-4, 6HB-5	Int.	Champaign	4 county roads over FAI 74 all within 4 mi. northeast of Urbana and one 4¾ mi. east of Urbana		5 hwy. gr. sep. structs.		474,810.29
FAI 90	2527-108.1 (Part II)	Int.	Cook	Congress St. Expressway from Racine Ave. to Halsted St. in Chicago		Frontage road reconstruction		923,206.16
FAI 90	2527-109LS	State	Cook	On median of Congress St. Expressway from Sacramento Ave. to 640 ft. west of Morgan Blvd. in Chicago	2.42	Landscaping		13,941.20
FAI 90	3131-201	Int.	Cook	Congress St. Expressway between Ridgeland Ave. and Austin Blvd. in Oak Park	0.50	PCC pavement	2@36, 16, 22, 28 & var.	1,182,637.52
FAI 90	3232-202	Int.	Cook	Congress St. Expressway between Oak Park and Ridgeland Avenues in Oak Park	0.51	PCC pavement	2@36, 22&var.	1,375,810.63
FAI 90	3232-203	Int.	Cook	Congress St. Expressway between Harlem Ave. and Oak Park Ave. in Oak Park	0.56	PCC pavement	2@36, 22, 2@22	1,798,844.55
FAI 90	3333-204	Int.	Cook	Congress St. Expressway between Des Plaines Ave. and Harlem Ave. in Village of Forest Park	0.54	PCC pavement	2@36, 28&var.	1,317,588.86
FAI 90	3333-232.1A	Int.	Cook	Des Plaines Ave. from Congress St. Expressway northerly in Forest Park	0.17	PCC pavement and highway lighting system	2@24	197,060.85
FAI 90	Dist. 10, Pedestrian Barrier Repair '59-1	State	Cook	Congress St. Expressway between Wells St. and Laramie Ave. in Chicago; between Des Plaines Ave. and US 30 in Forest Park; and on Doty Ave., Calumet-Kingery Expressways between 95th St. and Illinois-Indiana State line		Pedestrian barrier repairs		3,506.72

TABLE 22.—Continued.
PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 94	0303-476HB	Int.	Cook	Grand Ave. over Northwest Expressway in Chicago		Hwy. gr. sep. struct., excl. fur. of str. st.		432,678.43
FAI 94	0303-476HF	Int.	Cook	Grand Ave. over Northwest Expressway in Chicago		Fur. & fab. str. st. for hwy. gr. sep. struct.		181,904.23
FAI 94	0303-477HB	Int.	Cook	On Northwest Expressway near intersection of Erie and Aberdeen Sts. in Chicago		Hwy. gr. sep. struct.		410,829.83
FAI 94	0303-478HB	Int.	Cook	Northwest Expressway (under Ramp D) between Grand Ave. and Ogden Ave. in Chicago		1 hwy. gr. sep. struct., excl. fur. of str. st.		136,947.20
FAI 94	0303-478HF	Int.	Cook	Northwest Expressway (under Ramp D) between Grand Ave. and Ogden Ave. in Chicago		Fur. & fab. str. st. for hwy. gr. sep. struct.		63,624.80
FAI 94	0303-479	Int.	Cook	Northwest Expressway between Hubbard St. and Ogden Ave. in Chicago	0.40	PCC pavement	24, 28, 36, 2@36, 2@48&var.	2,849,401.64
FAI 94	0405-RRR Part I	Int.	Cook	For C&NW Ry on Northwest Expressway		Interlocking tower—3 story with heating, electrical, and sanitary facilities		66,966.00
FAI 94	0405-RRR Part II	Int. G	Cook	Northwest Expressway, northwest of intersection of Elston Ave. with Blackhawk St. in Chicago		Relocation of North Ave. team yard of C&NW Ry		124,742.00
FAI 94	0505-451	Int.	Cook	Northwest Expressway between Armitage Ave. and Webster Ave. in Chicago	0.34	PCC pavement	2@48, 24&var.	545,665.46
FAI 94	0506-450 & 0707-439	Int.	Cook	Northwest Expressway between Damen Ave. and Diversey Parkway in Chicago	0.89	PCC pavement	24, 2@48 &var.	2,184,142.15
FAI 94	0707-438	Int.	Cook	Northwest Expressway between Diversey Parkway and Sacramento Ave.	0.42	PCC pavement	2@48, 24, 12	1,295,883.25
FAI 94	0707-457-PB	Int.	Cook	Northwest Expressway at intersection with Wellington Ave. in Chicago		Watermain gallery		
FAI 94	0708-437 & 0808-436	Int.	Cook	Northwest Expressway over Campbell Ave. pedestrian underpass in Chicago		Pedestrian underpass		146,553.57
FAI 94	0809-435 & 1010-434	Int.	Cook	Northwest Expressway between Sacramento Ave and Hamlin Ave. in Chicago	1.32	PCC pavement	24, 2@48 &var.	4,999,910.11
				Northwest Expressway between Hamlin Ave. and Kostner Ave. in Chicago	0.85	PCC pavement	24, 2@48-72	
				Northwest Expressway between Keeler Ave. and Kostner Ave. in Chicago		CTA tunnel and portals		2,296,933.75

FAI 94	1005-459 L	Int.	Cook	Northwest Expressway between Kostner Ave. and Armitage Ave. in Chicago	4.45	Fur. & installing hwy. lighting		415,153.15
FAI 90	100-0203, 100HB, SB	Int.	Cook-DuPage	On Lake St. extension to Congress St. Expressway between Electric Ave. and Wolf Road in and near Berkeley and Hillside	1.13	PCC pavement	2@24	
				Over Butterfield Road		2 hwy. gr. sep. structs.		
				IC RR over Butterfield Road		1 RR subway struct.		956,616.67
FAI 94	Dist. 10, Pedestrian Barrier Repairs '59-2	State	Cook-Lake	On Edens Expressway between Cicero Ave. and Clavey Road		Pedestrian barrier repairs		3,880.57
FAI 55	22-1HB-2	Int.	DuPage	On US 66 about 3½ mi. south of Clarendon Hills		2 hwy. gr. sep. structs., excl. fur. of str. st.		379,657.30
FAI 55	22-1HF-2	Int.	DuPage	On US 66 about 3½ mi. south of Clarendon Hills		Fur. & fab. str. st. for 2 hwy. gr. sep. structs.		185,759.20
FAI 55	22-1HB-3	Int.	DuPage	On Clarendon Hills Road over relocated US 66 about 2 mi. west of DuPage-Cook County line		Hwy. gr. sep. struct.		111,439.16
FAI 55	22-1HB-4	Int.	DuPage	On Cass Ave. over FAI 55 about 5 mi. south of Westmont		Hwy. gr. sep. struct., excl. fur. of str. st.		1,187,361.22
FAI 55	22-1HF-4	Int.	DuPage	On Cass Ave. over FAI 55 about 5 mi. south of Westmont		Fur. & fab. str. st. for hwy. gr. sep. struct.		128,063.98
FAI 55	22-2HB-1	Int.	DuPage	On FAI 55 (US 66) over Downers Grove Road about 3 mi. south of Downers Grove		2 hwy. gr. sep. structs. & interchange ramps		1,442,585.62
FAI 55	22-2HB-2	Int.	DuPage	On Orchard Road over US 66 about 8 mi. north of Lockport		Hwy. gr. sep. struct.		195,891.89
FAI 90	100-VB	Int.	DuPage-Cook	On Lake St. extension to Congress St. Expressway over Electric Ave., CA&E Ry and CGW Ry between South St. and McKinley St. in Elmhurst		2 RR gr. sep. structs., excl. fur. of str. st.		215,350.32
FA 90	100-VF	Int.	DuPage-Cook	On Lake St. extension to Congress St. Expressway over Electric Ave., CA&E Ry, and CGW Ry between South St. and McKinley St. in Elmhurst		Fur. & fab. str. st. for 2 RR gr. sep. structs.		121,181.76
FAI 55	22-1, 207-0101	(a) Int. (b) FI	DuPage-Cook	US 66 from about 1 mi. southwest of intersection with Ill. 83 to Tri-State Tollway south of Hinsdale	3.19	PCC pavement	2@36	(a)4,294,328.18 (b) 25,394.40
FAI 55	22-1HB	Int.	DuPage-Cook	On County Line Road over US 66 about 3½ mi. south of Hinsdale		Hwy. gr. sep. struct., excl. fur. of str. st.		223,363.25
FAI 55	22-1HF	Int.	DuPage-Cook	On County Line Road over US 66 about 3½ mi. south of Hinsdale		Fur. & fab. str. st. for hwy. gr. sep. struct.		127,672.44
FAI 70	25-3, 25-4, 25-3HB-1	Int.	Effingham	On FAI 70 and interchanges with Fayette Ave. Extended, Ill. 32 and 33 and FAI 57 all from southwest to north of Effingham	6.03	PCC pavement	2@24	
				Under Fayette Ave. Extended about ½ mi. west of Effingham		Gr. sep. struct.		4,057,459.23
				(Balance of contract listed in primary portion of Part A, Sec. 18)				

TABLE 22.—Continued.
PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 70	25-3HB	Int.	Effingham	About 3 mi. southwest of Effingham		2 hwy. gr. sep. structs.		181,196.33
FAI 70	25-3HF-1	Int.	Effingham	Under Fayette Ave. Extended about ½ mi. west of Effingham		Fur. & fab. str. st. for hwy. gr. sep. struct.		60,669.62
FAI 70	25-4-1, 25-4ACB	Int.	Effingham	At intersection with US 45 about 1¾ mi. northeast of Effingham	3.37	PCC pavement	2@24	2,273,507.42
						2 RC box culverts		67,610.44
FAI 70	25-4B-1	Int.	Effingham	About 1 mi. north of Teutopolis (for Second Salt Creek)		Culvert		150,547.75
FAI 70	25-4HB-1	Int.	Effingham	SA 9 over FAI 70 about 1 mi. north of Effingham		Hwy. gr. sep. struct.		103,390.28
FAI 70	25-4HB-2	Int.	Effingham	About 2½ mi. northeast of Effingham under Township Road 258		Hwy. gr. sep. struct.		114,009.33
FAI 70	25-4HVB-1	Int.	Effingham	Over IC RR and SBI 25 about 1¾ mi. north of Effingham		2 gr. sep. structs. (each over RR & hwy.) & 2 culverts		340,234.52
FAI 70	25-4HVF-1	Int.	Effingham	Over IC RR and SBI 25 about 1¾ mi. north of Effingham		Fur. & fab. str. st. for 2 gr. sep. structs. (each over RR & hwy.)		98,186.90
FAI 80	(32, 47)4	Int.	Grundy-Kendall	From about 3 mi. northeast of intersection of US 6 with Ill. 47 to Minooka	7.56	PCC pavement	2@24	
						8 hwy. gr. sep. structs., 1 railroad subway struct., & 5 bridges		3,511,050.62
FAI 80	(32, 47)4F	Int.	Grundy-Kendall	Under EJ&E Ry about ½ mi. northwest of Minooka		Fur. & fab. str. st. for RR gr. sep. struct.		52,853.80
FAI 55	32-1HBK	Int.	Grundy-Will	On FAI 55 (US 66) about 0.1 mi. west of Braidwood		Gr. sep. struct.		330,064.72
FAI 57	44-1	Int.	Johnson	From Johnson-Williamson County line extending southwesterly	3.92	PCC pavement	2@24	1,579,816.27
FAI 57	44-1HB-3	Int.	Johnson	Local road over FAI 57 and FAI over two local roads, at 2.8, 1.8 and 2.0 mi., respectively, northwest of Goreville		Hwy. gr. sep. struct. & 2 culverts		
					0.39	Flex. surf. course	12	226,417.94
FAI 57	44-1-1, 91-1	Int.	Johnson-Union	From about 3 mi. northeast to 1 mi. southwest of Lick Creek	4.11	PCC pavement	2@24	
					4.11	Frontage roads & interchange ramps		3,631,319.57
FAI 94	49-1	Int.	Lake	Between intersection of US 41 with Ill. 173 and Illinois-Wisconsin State line	1.86	PCC pavement	2@24 & var.	1,151,413.64

FAI 94	49-1HB	Int.	Lake	Russell Ave. over north and south-bound lanes of FAI 94		2 hwy. gr. sep. structs.		135,502.89
FAI 94	49-1SG	Int.	Lake	Between the end of Tri-State Tollway and the Illinois-Wisconsin State line	on 1.66	Traffic signs and delineators		41,854.29
FAI 80	2B-2	HPS	LaSalle	AASHO Test Road between LaSalle and Ottawa		New superstructure for 2 test units of special bridge		22,449.00
FAI 80	50-4	Int.	LaSalle	On FAI 80 from about 2 mi. north of Ottawa, extending easterly on Ill. 23 and on Dayton Road over FAI 80	2.36	PCC pavement	2@24, 2@22	
						2 hwy. gr. sep. structs.		1,095,015.81
FAI 80	50-4B, 50-4VB	Int.	LaSalle	On FAI 80 over Fox River and the CB&Q RR both about 2¼ mi. northeast of Ottawa		Dual bridges, excl. fur. of str. st. and dual RR gr. sep. structs., excl. fur. of str. st.		810,227.42
FAI 80	50-4F, 50-4VF	Int.	LaSalle	On FAI 80 over Fox River and the CB&Q RR both about 2¼ mi. northeast of Ottawa		Fur. & fab. str. st. for dual bridges and for dual RR gr. sep. structs.		226,339.01
FAI 64	51-23, 2-2(W, RS)	Int.	Lawrence	On FAI 64 (FA 13) near the northwest limits of Lawrenceville	1.40	PCC pavement	24	1,303,011.41
FAI 64	51-23A	FI	Lawrence	From ½ mi. north of Lawrenceville, southeast	2.86	Grading	46, 136	586,599.60
FAI 64	51-23HB-1, 51-23HB-2	FI	Lawrence	Over a public road and future Ramp C about ½ mi. west of Lawrenceville and over Ill. 1 about ½ mi. north of Lawrenceville		2 hwy. gr. sep. structs.		248,874.04
FAI 64	51-23HB-3, 23HB-4, 23HB-6	FI	Lawrence	Over a local road, under a local road, and under Ramp A about 0.4 mi. north, 1.3 mi. east, and 1.6 mi. east of Lawrenceville, respectively		3 hwy. gr. sep. structs.		219,482.00
FAI 64	51-23VB	Int. G	Lawrence	Over CCC&StL RR about ½ mi. north of Lawrenceville		RR gr. sep. struct.		142,327.30
FAI 64	51-24B-2, 51-24ACB-2	FI	Lawrence	FAI 64 and frontage road over Allison Ditch No. 2 about 6 mi. east of Lawrenceville		3 bridges		457,899.30
FAI 70	60-6-3HB	Int.	Madison	Ramp 2 (Black Lane) over FAI 70 about 3 mi. west of Collinsville		Hwy. gr. sep. struct.		182,395.62
FAI 70	60-7HB, 117-I	Int.	Madison	On FAI 70 over Ill. 157 about 1 mi. west of Collinsville		Dual hwy. gr. sep. structs.		689,707.57
FAI 70	60-7-HB-2	Int.	Madison	FAI 70 over US 40 about ¾ mi. west of Collinsville		Dual gr. sep. structs., excl. fur. of str. st.		454,946.58
FAI 74	72-8DM-4	Int.	Peoria	Right-of-way of FAI 74 between West Armstrong Ave. and Glen Oak Ave. in Peoria		Removal of 18 buildings		8,435.00
FAI 74	72-8DM-5	Int.	Peoria	Right-of-way of FAI 74 between North University St. and West Armstrong Ave. in Peoria		Removal of 46 buildings		7,868.00
FAI 74	72-9-1, 9-1HB, 9-1HB-1	Int.	Peoria	FAI 74 and Knoxville Ave. between Columbia Terrace and Fayette Sts. in Peoria	0.51	PCC pavement	24, 2@24	
				On Columbia Terrace over south-bound lanes of FAI 74 and on Knoxville Ave. over north-bound lanes of FAI 74 in Peoria		2 gr. sep. structs., excl. fur. of str. st.		925,333.00

TABLE 22.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 74	81-3B-1	Int.	Rock Island	Over Shaffer Creek about 6 mi. east of Milan		2 bridges		134,754.72
FAI 70	(82-1, 82-2)DM-8	Int.	St. Clair	FAI 70 (East St. Louis Expressway) between Collinsville Ave. and Winstanley Ave. in East St. Louis		Removal of 13 buildings		9,240.00
FAI 70	(82-1, 82-2)DM-9	Int.	St. Clair	FAI 70 (East St. Louis Expressway) between Summit Ave. and Lynch Ave. in East St. Louis		Removal of 13 buildings and fur. & placing sand fill		49,440.00
FAI 70	(82-1, 82-2)DM-10	Int.	St. Clair	FAI 70 (East St. Louis Expressway) between Pennsylvania and Winstanley Aves. in East St. Louis		Removal of 5 buildings		8,370.00
FAI 70	82-1HB	Int.	St. Clair	FAI 70 (East St. Louis Expressway) between Missouri and Summit Aves. in East St. Louis		2 hwy. gr. sep. structs.		2,137,481.77
FAI 70	(82-1, 82-2)T&82-2T	Int.	St. Clair	FAI 70 (East St. Louis Expressway) between Pennsylvania Ave. and Lansdowne Ditch in East St. Louis	2.27	Storm sewers		1,272,927.80
FAI 70	(82-1, 82-2)T-1	Int.	St. Clair	FAI 70 (East St. Louis Expressway) southeast of intersection of 7th St. with Bowman Ave. in East St. Louis		Storm sewers & pumping station		653,700.00
FAI 70	82-2-HB-2	Int.	St. Clair	Carrying Roadway H over Ramps L and K and the East St. Louis (east-bound) Expressway and on Ramp L over the East St. Louis (east-bound) Expressway both near Baugh Ave. between Seventh and Eighth Sts. in East St. Louis		2 hwy. gr. sep. structs., excl. fur. of str. st.		579,762.80
FAI 70	82-2HF-2	Int.	St. Clair	Carrying Roadway H over Ramps L and K and the East St. Louis (east-bound) Expressway and on Ramp L over the East St. Louis (east-bound) Expressway both near Baugh Ave. between Seventh and Eighth Sts. in East St. Louis		Fur. & fab. str. st. for 2 hwy. gr. sep. structs.		72,774.17
FAI 70	82-5B, 82-5HB	Int.	St. Clair	FAI 70 over Drainage Canal about ½ mi. northeast of East St. Louis		2 bridges, excl. fur. of str. st.		516,922.08
FAI 70	82-5B-1, 82-5HB-2	Int.	St. Clair	On FAI 70 (FA 4) south-bound over Drainage Canal		Bridge		
FAI 70	82-5F, 82-5HF	Int.	St. Clair	On FAI 70 (FA 4) north-bound over Roadway G, both about ¾ mi. north of East St. Louis		Hwy. gr. sep. struct.		246,546.65
FAI 55	84-2B	Int.	Sangamon	Over Drainage Canal about ½ mi. northeast of East St. Louis		Fur. & fab. str. st. for 2 bridges		110,242.28
				Over Sangamon River about 3 mi. northeast of Springfield		2 bridges, excl. fur. of str. st.		661,312.26

FAI 55	84-2B-1	Int.	Sangamon	Over Fancy Creek about 6 mi. northeast of Springfield		3 bridges		254,520.55
FAI 74	(90-11, 13)HL, 12HL	Int.	Tazewell	From south end of Illinois River Bridge, southeast to Farm Creek, and from Washington St. on FA 10 Spur to FAI 74 in East Peoria		Highway lighting		125,848.00
FAI 74	90-11-I	Int.	Tazewell	Along westerly channel back slope of Farm Creek Diversion Channel in East Peoria		Concrete slope wall		20,385.00
FAI 74	90-14B	Int.	Tazewell	At Kerfoot Creek about ⅓ mi. south of East Peoria		Culvert		127,150.28
FAI 74	90-14DM-2	Int.	Tazewell	From right-of-way of FAI 74 at Washington St. in East Peoria and Fahey Hollow Road		Removal of 7 buildings		2,650.00
FAI 74	90-14DM-3	Int.	Tazewell	From right-of-way of FAI 74 at Washington St. in East Peoria and Fahey Hollow Road		Removal of 7 buildings		2,800.00
FAI 74	90-14HB-1	Int.	Tazewell	On Fahey Hollow Road (Township Road 132) over FAI 74		Hwy. gr. sep. struct.		91,636.80
FAI 74	90-14HB-2	Int.	Tazewell	On Township Road 152 over FAI 74 about 2.3 mi. northeast of Morton		Hwy. gr. sep. struct.		143,995.03
FAI 74	90-15B	Int.	Tazewell	Over Mud Creek about ¾ mi. southwest of Village of Deer Creek		Dual bridges		213,553.51
FAI 74	90-15HB-1	Int.	Tazewell	On FAI 74 over Township Road 210 about ⅓ mi. north of Morton		Dual gr. sep. structs.		194,091.72
FAI 74	90-15HB-2	Int.	Tazewell	On Township Road 234 over FAI 74 about 1½ mi. east of Morton		Hwy. gr. sep. struct.		137,731.53
FAI 74	90-15HB-3	Int.	Tazewell	On SA 3 over FAI 74 about 2½ mi. northeast of Morton		Hwy. gr. sep. struct.		154,160.77
FAI 74	90-15HB-4	Int.	Tazewell	On SA 6 over FAI 74 about ¾ mi. southwest of Deer Creek		Hwy. gr. sep. struct.		110,269.70
FAI 74	90-15VB	Int.	Tazewell	On FAI 74 over AT&SF Ry about ½ mi. northeast of Morton		Dual RR gr. sep. structs.		316,485.10
FAI 57	91-1HB, 1B, 1B-1	Int.	Union	On FAI 57 over FAS 911 about 1.2 mi. northeast of Village of Lick Creek		Dual hwy. gr. sep. structs.		374,143.67
FAI 57	91-1HB-2	Int.	Union	On FAI 57 at Lick Creek about 0.9 and 0.6 mi. northeast of the Village of Lick Creek		2 culverts		414,165.80
				On FAS 924 over FAI 57 near the Village of Lick Creek		Hwy. gr. sep. struct.		111,755.35
FAI 57	91-2	Int.	Union	From near Lick Creek, southwesterly	4.28	PCC pavement	2@24	1,873,313.09
FAI 57	91-3A	Int.	Union	From about 1 mi. north of Dongola, northerly	1.40	Grading	2@44	701,142.11
FAI 57	91-4-1	Int.	Union	On FAI 57 and at interchange with FAS 926 near Dongola	1.24	PCC pavement (incl. ramp constr.)	2@24	485,971.00
FAI 57	91-4-1A, 4HB-1, 4B-1, 4B-2	Int.	Union	Near northeast limits of Dongola over FAS 926		Dual hwy. gr. sep. structs.		354,735.65
				On Ramps B and C over relocated stream all near northeast limits of Dongola		2 bridges		99,922.95
					1.18	Grading		836,247.10
FAI 57	91-4HB	Int.	Union	On Ramp F over FAI 57 within 1 mi. north of Dongola		Hwy. gr. sep. struct. and 2 culverts		133,656.40
FAI 74	92-10, 92-10HB-3	Int.	Vermilion	On FAI 74 and at interchanges with SA 10 and US 150	4.38	PCC pavement	2@24	
				On Skyline Drive over FAI 74, all between about 6¾ mi. and 1¼ mi. west of Danville		Hwy. gr. sep. struct.		2,580,077.70
				(For balance of contract see primary portion of Part A, Sec. 36X, FA 11)				

TABLE 22.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 74	92-10B	Int.	Vermilion	FAI 74 over Vermilion River about 4 mi. west of Danville		Dual bridges, excl. fur. of str. st.		310,303.60
FAI 74	92-10F	Int.	Vermilion	FAI 74 over Vermilion River about 4 mi. west of Danville		Fur. & fab. str. st. for dual bridges		113,395.80
FAI 74	92-10HB-2, 92-10HB, 92-10HB-1	Int.	Vermilion	On US 150 over FAI 74, about 2¾ mi. west of Danville		Hwy. gr. sep. struct.		
				On SA 10 over FAI 74, about ½ mi. north of Oakwood		Hwy. gr. sep. struct.		
				On local road over FAI 74 about 1 mi. northeast of Oakwood		Hwy. gr. sep. struct.		397,290.00
FAI 74	92-10SB	Int.	Vermilion	Peoria and Eastern RR over FAI 74 about 3 mi. west of Danville		RR subway struct.		179,618.50
FAI 55, FA 23	99-1AC-1, 14-I	Int.	Will	On FA 23 (US 30) at intersection with FAI 55	0.76	PCC pavement	24	
				At intersection of FAI 55 (US 66) with US 30		4 conc. paved ramps and frontage roads		288,748.60
FAI 55	99-2AC-1	Int.	Will	On frontage roads along FAI 55 (US 66) from 2 mi. northwest to 5 mi. southwest of Wilmington	5.47	Bit. surf. treat. on flex. base	18 on 20	
					6.31	Flex. shoulders	10	420,607.02
FAI 55	99-2AC-2	Int.	Will	On frontage roads along FAI 55 (US 66) from about 1 mi. north to about 2 mi. south of Blodgett	3.16	Bit. surf. treat. on flex. base	2@18 on 2@20	
					3.18	Flex. shoulders	2@10	310,806.95
FAI 55	99-2AC-4	Int.	Will	FAI 55 (US 66) at intersection with Ill. 113S at Braidwood	0.72	4 conc. paved ramps	14, 16	
					0.34	Flex. base on frontage road	18	200,415.25
						Culvert		23,313.80
FAI 55	99-2ACB	Int.	Will	On east and west frontage roads (over north branch of Grant Creek) along FAI 55 (US 66) about 1 mi. north of Blodgett		2 bridges		32,244.30
FAI 80	99-1HB	Int.	Will	On Township Road 153 over FAI 80 about 2 mi. northeast of Minooka		Bridge		145,684.35
FAI 57	X1-6-1, X1-6B, X1-6B-1 and X1-7	Int.	Williamson	On FAI 57 from ½ mi. southwest of Marion, southerly	1.81	PCC pavement	2@24	
				On Trail Road along FAI 57	0.76	Flex. surface & bridge	10	
				On FAI 57 about 1½ mi. south of Marion		Dual bridges		
				On FAI 57 from about 2½ mi. to 5 mi. southwest of Marion	2.34	PCC pavement	2@24	1,950,000.00
FAI 57	X1-6HB-3	Int.	Williamson	County road over FAI 57 about 0.3 mi. southwest of Marion		Hwy. gr. sep. struct.		98,979.25

FAI 57	X1-6S, X1-6SB	Int.	Williamson	FAI 57 from 1 mi. southwest of Marion, southerly	0.59	PCC pavement	2@24	
				CB&Q RR over FAI 57 about 1.5 mi. southwest of Marion		RR gr. sep. struct.		615,750.85
FAI 57	X1-7-1, X1-7HB-2	Int.	Williamson	On FAI 57 from about 5 to 7.5 mi. southwest of Marion (For balance of contract see primary portion of Part A, Sec. 113R-1)	2.86	PCC pavement	24, 2@24	1,210,578.72
FAI 57	X1-8	Int.	Williamson	On FAI 57 west of Pulleys Mill	1.46	PCC pavement	2@24	
				Carrying FAI 57 over township road about 1 mi. west of Pulleys Mill		Hwy. gr. sep. culvert		719,112.32
FAI 90	X2-1SG	Int.	Winnebago	On FAI 90 from Illinois-Wisconsin State line south to about 0.2 mi. east of US 51		Traffic signs and delineators		14,532.31
				Total interstate highway contracts awarded by the State				$84,341,689.89

INTERSTATE HIGHWAY CONTRACTS AWARDED BY COOK COUNTY

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 55	207-1616.18-CF	Int.	Cook	Southwest Expressway from Bonfield St. to Farrell St.		Removal of 23 buildings		$ 23,250.00
FAI 57	068-2323.4A-15d	Int.	Cook	South Expressway from State St. to Wentworth Ave. and between 96th and 99th St.		Building removal		2,899.00
FAI 57	068-2323.5A-15d	Int.	Cook	South Expressway (FAI 57) from Wentworth Ave. to 99th St.		Building removal		1,240.00
FAI 57	068-2323.6A-CF	Int.	Cook	South Expressway from C&WI RR to Halsted St.		Removal of 7 buildings		6,990.00
FAI 90	062-3030.4-15d	Int.	Cook	Congress St. Expressway from Central Ave. to Laramie Ave.	0.47	PCC pavement	2@48	477,325.80
FAI 90	062-3131-15d	Int.	Cook	On Congress St. Expressway from Austin Blvd. to Central Ave.	0.50	PCC pavement	2@48	1,019,470.55
FAI 90	062-3334.4-15d, 062-3738.3-15d	Int.	Cook	Congress St. Expressway from Des Plaines Ave. to First Ave. and Mannheim Road to Elm St.		Highway lighting		128,973.00
FAI 90	062-3334.5-15d	Int.	Cook	Congress St. Expressway from 1st Ave. to Des Plaines Ave.		Landscaping		27,394.90
FAI 90	062-3334.8-15d, 062-3738.5-15d	Int.	Cook	On Congress St. Expressway from First Ave. to Des Plaines Ave. and from Elm St. to Mannheim Road	1.937	Bit. shoulders		25,988.15
FAI 90	062-3738.4-15d	Int.	Cook	Congress St. Expressway from Elm St. to Mannheim Road		Landscaping		47,479.75
FAI 90	066-0204-15d, 193-2324-15d	Int.	Cook	Calumet-Kingery Expressway interchange in Thornton		Highway lighting		177,187.50
FAI 90	066-0405.3-15d	Int.	Cook	Calumet Expressway at 159th St. interchange		Interchange ramps and frontage roads		191,964.35
FAI 90	066-1213.4C-15d	Int.	Cook	South Expressway (FAI 90) from Cottage Grove Ave. to 103rd St.	0.887	Main drain		718,427.00

TABLE 22.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 90	066-1213.49-CF	Int.	Cook	On South Expressway at 110th St. and Doty Ave.		Pumping station		664,402.45
FAI 90	066-1313.1A-15d	Int.	Cook	South Expressway (FAI 90) from Cottage Grove Ave. to 103rd St.		Building removal		700.00
FAI 90	066-1316	Int.	Cook	South Expressway from 94th Place to Cottage Grove Ave.		Main drain		1,222,450.00
FAI 90	066-1414.2A-15d, 066-1415.1A-15d	Int.	Cook	FAI 57 from State St. to Cottage Grove Ave. and between 96th and 100th Sts.		Building removal		9,780.00
FAI 90	066-1516.1A-15d	Int.	Cook	South Expressway (FAI 90) from 95th St. to 87th St.	0.93	Grading		404,099.10
FAI 90	066-1818A-15d	Int.	Cook	South Expressway (FAI 90) from 79th St. to 71st St.	0.69	Grading		376,284.80
FAI 90	066-1919.2A-15d	Int.	Cook	South Expressway (FAI 90) from 71st St. to Marquette Road (67th St.)		Building removal		34,780.00
FAI 94	066-1919.1A-15d	Int.	Cook	South Expressway (FAI 94) from Marquette Road (67th St.) to 63rd St.		Building removal		74,001.00
FAI 94	263-0101.11-15d, 267-1010.2-15d	Int.	Cook	Edens-Northwest Expressway from Bryn Mawr Ave. to Kostner Ave.		Highway lighting		134,342.95
FAI 94	263-0101.14-15d, 267-1010.1-15d	Int.	Cook	Edens-Northwest Expressway from Cicero Ave. to Kostner Ave.		Landscaping		87,981.00
FAI 94	263-0101.16-15d	Int.	Cook	Edens-Northwest Expressway (FAI 94) from Cicero Ave. to Kostner Ave.	1.829	Bit. shoulders		26,670.40
				Total interstate highway contracts awarded by Cook County				$5,884,081.70

INTERSTATE HIGHWAY CONTRACTS AWARDED BY THE CITY OF CHICAGO

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 94	0202.2-5B	Int.	Cook	Northwest Expressway under Fulton Street		Hwy. gr. sep. struct.		$ 449,766.25
FAI 94	0202.6-2P	Int.	Cook	Northwest Expressway between West Fulton St. and West Hubbard St.	0.34	PCC pavement	2@48	479,160.60
FAI 94	0304.6-1P	Int.	Cook	Northwest Expressway from Ogden Ave. to Division St.	0.68	PCC pavement	2@60	2,288,138.00
FAI 94	0404.2-2B	Int.	Cook	Northwest Expressway under Milwaukee Ave. and Augusta Blvd.		Hwy. gr. sep. struct.		1,781,214.55
FAI 94	0404.6-2P	Int.	Cook	Northwest Expressway from Division St. to North Ave.	0.52	PCC pavement	2@60	1,068,270.00
FAI 94	0505.2-1B	Int.	Cook	On Northwest Expressway over North Ave.		Hwy. gr. sep. struct.		512,310.30
FAI 94	0505.2-2B	Int.	Cook	On Northwest Expressway over Armitage Ave.		Hwy. gr. sep. struct.		636,748.50

FAI 94	0505.6-1P	Int.	Cook	Northwest Expressway from West North Ave. to Armitage Ave.	0.31	PCC pavement	2@60	653,119.50
FAI 94	S-2323.9-1W	Int.	Cook	From right-of-way of Northwest Expressway between Pershing Road and 37th St.		Building removal		19,200.00
FAI 94	S-2323.9-2W&3W	Int.	Cook	From right-of-way of Northwest Expressway between 35th St. to south of 37th St.		Building removal		32,100.00
FAI 94	S-2323.9-4W	Int.	Cook	From right-of-way of Northwest Expressway between 35th and 33rd Sts.		Building removal		38,400.00
FAI 94	S-2323.9-5W	Int.	Cook	From right-of-way of Northwest Expressway between 33rd St. and 32nd St.		Building removal		11,770.00
FAI 94	S-2323.9-6W	Int.	Cook	From right-of-way of Northwest Expressway between 32nd St. and 31st St.		Building removal		13,650.00
FAI 94	S-2424.9-1W	Int.	Cook	From right-of-way of South Expressway between 31st St. and 29th St.		Building removal		35,000.00
FAI 94	S-2424.9-(2W, 3W)	Int.	Cook	From right-of-way of South Expressway between 29th St. and Canal St.		Building removal		27,050.00
FAI 94	S-2425.5-1W	Int.	Cook	From right-of-way of South Expressway between Canal St. and Cermak Road		Building removal		58,900.00
FAI 94	S-2425.9-2W&3W	Int.	Cook	From right-of-way of South Expressway between Cermak Road and 19th St.		Building removal		28,375.00
FAI 94	S-2425.9-4W	Int.	Cook	From right-of-way of South Expressway between Canalport and 18th St.		Building removal		10,400.00
FAI 94	S-2426.8-2D	Int.	Cook	Along Union Ave. on South Expressway		Sewer constr.		1,599,681.00
FAI 94	S-2626.2-1B	Int.	Cook	On Harrison St. over South Expressway		Hwy. gr. sep. struct.		962,559.75
				Total interstate highway contracts awarded by the City of Chicago				$10,705,813.45

PRIMARY HIGHWAY CONTRACTS AWARDED BY THE STATE (EXCLUDING INTERSTATE CONTRACTS)

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FA 36	53, 53B	FU	Adams	On FA 36 from 3rd and Maine Sts. in Quincy, southerly (includes bridge over Curtis Creek)	0.35	PCC base widening	2@4, 2@8	
					2.38	PCC base course and bridge	24, 2@24	$ 710,911.27
SBI 150	138(W, RS)	FU	Alexander	On SBI 150 (US 51, Ill. 3 and 37, Washington St.) between 2nd St. and the north end of Mississippi River Bridge in Cairo	0.80	PCC base, bit. surf.	2@24	
					0.23	PCC pavement	2@24	793,939.15
FA 6	(M-EXT.)RS	State	Boone	US 20 (South State St.) between Logan St. and Hurlbut Ave. in Belvidere	0.52	Bit. surf. includes conc. median	2@30-4	58,818.75
FA 38	18RS-1	State	Brown-Pike	FA 38 from Mt. Sterling to 2¼ mi. south of Brown-Pike County line	4.65	Bit. surf., flex. base	22	144,907.50
SBI 40	5Y	State	Carroll	On SBI 40 (Ill. 88) in Milledgeville	0.45	Bit. surf., PCC base wdg.	24, 2@3	96,247.95
FA 11	3X	FA	Champaign	FA 11 from about ½ mi. to 1 mi. east of Urbana (For balance of contract see interstate portion of Part A, Sec. 10-6)	0.54	PCC pavement	2@24	237,078.25

TABLE 22.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 119	113-R	FU	Champaign	Champaign Ave. (US 136) between Tanner St. and east limits of Rantoul	1.91	PCC base, bit. surf.	2@15, 2@24	876,397.99
FA 11, 12 SBI 1, 49	Dist. 5 Bit. Seal-coat '59-1	State	Champaign-Clark-Cumberland-Edgar-Vermilion	Various routes (For balance of contract see secondary portion of Part A)	17.18	Bituminous surface	18, 20, & 22	24,176.70
FA 65	135-SB	FG	Christian	Wabash RR over FA 65 about 1.3 mi. southwest of Taylorville		RR subway struct.		158,825.68
FA 17	50	FU	Coles	From 6th St. in Mattoon, easterly	2.86	PCC pavement	2@24	1,026,742.77
FA 17	51-Z	FU	Coles	On FA 17 (Lincoln Ave.) between "M" St. and 18th St. in Charleston	1.90	PCC pavement	2@24	1,093,049.38
FA 5	BR, BR-H2, BR-H5, BR-H6& BR-H7	FU	Cook	On FA 5 (Archer Ave.); Archer Ave. (east-bound) over Ramp F; Archer Ave. (west-bound) over Ramp A; Ramp A over LaGrange Road (north-bound); Archer Ave. (east and west-bound) over LaGrange Road. All in Villages of Justice and Willow Springs		4 hwy. gr. sep. structs. & interchange ramps		1,839,597.67
FA 42	3128-Z-Y-TS	State	Cook	Harlem Ave. (Ill. 42A) at intersection with Southwest Highway (Ill. 7) in the Village of Worth		Traffic control signals reconstructed		13,245.86
FA 6	8-RB-1	FU	Cook	On FA 6 over Poplar Creek in Elgin		Bridge		99,149.10
FA 98	207-0101-2B	FA	Cook	On FA 98 (US 66) over Flag Creek about 3½ mi. south of Hinsdale		Bridge		194,359.55
FA 98	1959-2RS	State	Cook	On FA 98 (Pershing Road) between Spaulding Ave. and Archer Ave. in Chicago	0.79	Bituminous surface	36&var.	45,573.23
FA 121	3239BXZY	FU	Cook	On US 12 & 20 (95th St.) from 0.2 mi. west of Cicero Ave. in Oak Lawn east to Campbell Ave. in Evergreen Park	3.09	PCC base	2@22	1,244,828.87
FA 121	3239 BXZY-RS	FU	Cook	95th St. (US 12 & 20) from about 0.2 mi. west of Cicero Ave. in Oak Lawn east to Campbell Ave. in Evergreen Park	3.09	Bituminous surface	2@40	294,752.65
FA 121	3239 BXZY-TS	FU	Cook	At 5 intersections of FA 121 (95th St.—US 12 and 20) with Cicero Ave. (Ill. 50), Kedzie Ave., Crawford Ave., Milland Ave., and Campbell Ave. in Oak Lawn and Evergreen Park		Relocation and reconstruction of traffic control signals		54,300.32

FA 173	0303-475 HB	FU	Cook	Milwaukee Ave. over Northwest Feeder of Erie St. Interchange in Chicago		Hwy. gr. sep. struct., excl. fur. of str. st.		748,985.89
FA 173	0303-475 HF	FU	Cook	Milwaukee Ave. over Northwest Feeder of the Erie St. Interchange in Chicago		Fur. & fab. str. st. for hwy. gr. sep. struct.		164,431.90
SBI 1	1-NRM-2 & 4RS	State	Cook	On Vincennes Ave. (US 54) between West 73rd St. and West 81st St. in Chicago	1.06	Bituminous surface	2@33	77,844.45
SBI 18	7-VD-2R	State	Cook	Highway and RR grade separation structure on SBI 18 (Ogden Ave.—US 66) over Cicero Ave. and CB&Q RR in Chicago		New bridge deck and hand-rails		265,966.25
SBI 18	9-T	FU	Cook	Along Cicero Ave. between Ogden Ave. and the Sanitary and Ship Canal in Chicago, Cicero, and Stickney	1.69	Storm sewers		1,188,164.00
SBI 18, FA 19	9-W	State	Cook	From US 66 right-of-way at Ogden Ave. and Cicero Ave. Interchange in Cicero		Removal of 32 buildings		6,400.00
SBI 19, 62 FA 20, 23 & 58	Dist. 10, Traffic Signals '59-3	State	Cook	Northwest Highway (US 14, SBI 19, FA 20) with Wilke Road Northwest Highway (US 14, SBI 19, FA 20) with Hicks Road Algonquin Road (Ill. 62, SBI 62) with Busse Road Dempster St. (Ill. 58, US 14, FA 23) with Waukegan Road (Ill. 58, 42A, FA 58) all near Chicago (For balance of contract see secondary portion of Part A)		Traffic control signals		44,868.18
SBI 46, 49 53, 63, FA 26, 45, 62, 173	Dist. 10, Traffic Signals '59-4	State	Cook	SBI 49, FA 26 (Wood Blvd.) and South Park Ave. with 171st St. Cottage Grove Ave. with SBI 53, FA 62 (159th St.) SBI 46, FA 45 (Mannheim Road) with SBI 63, FA 173 all near Chicago (For balance of contract see secondary portion of Part A)		Traffic control signals		30,695.90
SBI 51	102-Y-1-TS & 102-X-Y-1-TS	State	Cook	US 45 at intersection with 107th St. west of Chicago		Traffic control signals		
				US 45 at intersection with 111th St. west of Chicago		Reconstruction of traffic control signals		16,457.55
SBI 54	545-1	State	Cook	On Ill. 83 over the GM&O RR		RR gr. sep. struct.		245,527.84
				On Ill. 83 detour road over GM&O RR		RR gr. sep. detour struct.		48,617.49
					0.365	Bit. surf. approaches and PCC detour road	24, 40, 44	588,688.11
				Ill. 83 over Sanitary and Ship Canal and the Illinois-Michigan Canal		Bridge reconstruction		51,864.35
				Intersection of Ill. 83 with Archer Ave., all near the intersection of Ill. 83 with Archer Ave. southwest of Chicago		Traffic signal installation		28,593.40

TABLE 22.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 55	551-W	State	Cook	From right-of-way of SBI 55 between Bristol Ave. and Gardner Road in the Village of Westchester and between 25th Ave. and Sunnydale Ave. in the Village of Broadview		Removal of 8 buildings, sand fill		4,250.00
SBI 55	551-Y-RS	FU	Cook	Cermak Road from intersection with Hawthorne Ave. in Westchester, easterly	2.36	Bituminous surface	2@24 & var.	138,988.42
SBI 60	B-119-X-Y & B-119-Y	FU	Cook	Rand Road between Arlington Heights and Des Plaines	4.14	PCC base wdg.	2@6	600,277.91
SBI 60	(B-119-X-Y, B-119-Y)RS	FU	Cook	Rand Road between Arlington Heights and Des Plaines	4.15	Bituminous surface	2@24	119,723.00
SBI 62	62-6-RS	State	Cook	Talcott Ave. between Canfield Ave. and Harlem Ave. in Chicago	0.91	Bituminous surface	40	23,688.40
Various	1959-13RS	State	Cook	12 locations in and near Chicago	1.125	Bituminous surface	Var.	71,371.00
Various	Dist. 10, Traffic Signals '59-1	State	Cook	Cicero Ave. (Ill. 50 & 83) with 135th St. (Ill. 68); Dundee Road (Ill. 68) with Pfingsten Road; Des Plaines River Road (US 45) with West Lake (Euclid Ave.); Busse Road (Ill. 83) with Landmeier Road, and Western Ave. with Flossmoor Road		Traffic control signals		45,765.45
Various	Dist. 10, Traffic Signals '59-2	State	Cook	Algonquin Road (Ill. 62) with Meacham Road; Algonquin Road (Ill. 62) with Evanston-Elgin Road; Algonquin Road (Ill. 62) with Arlington Heights Road; Algonquin Road (Ill. 62) with Mt. Prospect Road; Higgins Road (Ill. 72-SBI 63) with Mt. Prospect Road; Roosevelt Road (Alt. US 30-SBI 6) with 25th Ave.; Roosevelt Road (Alt. US 30-SBI 6) with Des Plaines Road, and Oakton St. (Ill. 62) with Mt. Prospect Road (For balance of contract see secondary portion of Part A)		Traffic control signals		73,079.96

Various	Dist. 10, Traffic Signals '59-5	State	Cook	Northwest Hwy. (US 14) with Hicks Road (Ill. 53); Governor's Hwy. (US 54) with Flossmoor Road; Butterfield Road (Ill. 56) with Taft Ave., and McCormick Blvd. with Dempster St. (Ill. 58)		Traffic control signals		33,950.85
				(For balance of contract see secondary portion of Part A)				
SBI 131	111BR	State	Cumberland	On SBI 131 (Ill. 121) over Cottonwood Creek and over Embarrass River near Greenup		2 bridges		426,567.76
FA 24	28(W, RS)	FU	DeKalb	Fourth St. (Ill. 23) from Taylor St. to Spring St. in DeKalb	0.65	Bit. surf., PCC base	2@24	200,435.46
FA 61	534X-R, 534X-RB	FA	DuPage	Between East-West Tollway and Ill. 55 at Morton Arboretum	0.99	PCC pavement	2@24	
				Under FA 61		2 pedestrian underpasses		
				Over East Branch of DuPage River		Dual bridges		744,099.65
Various	Dist. 1, Traffic Signals '59-1	State	DuPage	At Grand Ave. with York Road; Army Trail Road (SA 20) with Ill. 53 (SBI 53); Alt. US 30 (SBI 53) with Midwest Road (SA 7) and Ill. 53 (SBI 6) with St. Charles Road (SA 1)		Traffic control signals		16,963.35
FA 12 Loop	18	FU	Effingham	On FA 12 Loop (Fayette Ave. Extended) from Effingham, westerly	0.32	PCC pavement	52, 2@24	157,540.77
				(For balance of contract see interstate portion of Part A, Sec. 25-3, 25-4 & 25-3HB-1)				
FA 160	12-BY	FA	Effingham	On FA 160 over Bishop Creek in Dieterich		Bridge widening		19,928.60
FA 2, SBI 11	22-2Z & 23Z(W, RS), 0Z(RS)	FU	Fayette	On Alt. US 40 (3rd St.) between Jefferson St. and Gallatin St. and on Gallatin St. (Alt. US 40) between 7th St. and 1st St. in Vandalia	0.83	Bituminous surface	44	
					0.53	PCC base	44	222,572.59
FA 37	12-1(RS)	(a) FU (b) FA (c) State	Franklin	On Logan St. (Ill. 37) between IC RR and Chestnut St. in West Frankfort	1.21	Bit. surf., PCC base	24, 44, 54	(a) 203,269.42 (b) 346,267.84 (c) 6,403.09
FA 29, SBI 30	10R, 14R, 14RS	FA	Henry-Stark	On FA 29 (US 34) from about 6 mi. west of Galva, northeasterly	1.34	PCC pavement	24	
				On SBI 30 (Ill. 78) from about 4 mi. to 8 mi. south of Kewanee	2.96	PCC pavement	24	927,430.58
				(For balance of contract see primary portion of Part B)				
SBI 40	10VB-R	State	JoDaviess	On SBI 40 (Main St.) over CGW Ry. in Stockton		RR gr. sep. struct.		86,122.45
FA 6	8R-HB-3	FU	Kane	South State St. (Ill. 31) over FA 6 in Elgin		Hwy. gr. sep. struct.		219,265.90
FA 6	8R-HB-4	FU	Kane	On Elgin Bypass over Raymond Ave. in Elgin		Hwy. gr. sep. struct.		233,519.05
FA 6	8R-HB-5	FU	Kane	On FA 6 over St. Charles St. in Elgin		Hwy. gr. sep. struct., excl. fur. of str. st.		138,311.53
FA 6	8R-HB-6	FU	Kane	On FA 6 over Liberty St. near the intersection of Liberty and Russell Sts. in Elgin		Hwy. gr. sep. struct., excl. fur. of str. st.		76,688.47
FA 6	8-R-HF-5	FU	Kane	FA 6 over St. Charles St. in Elgin		Fur. & fab. str. st. for hwy. gr. sep. struct.		31,968.81

TABLE 22.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FA 26	140TS-1	State	Kankakee	US 45 & 54 at intersection with US 52 about 3 mi. south of Kankakee		Rehabilitation of traffic control signals		11,306.23
SBI 17	12BR, 13BR & 14BR	FA	Kankakee-Grundy	On SBI 17 (Ill. 17) over east branch of Horse Creek,		Bridge		
				over Bertram Branch of Horse Creek,		Bridge superstructure		
				at Lehigh Raymond Run, 11.3, 10.7, and 9.5 mi., respectively, west of Kankakee		3 bridge culverts		
				On SBI 17 over Granary Creek and over west branch of Horse Creek between Kankakee and Dwight		2 bridges		
				On SBI 17 over Reddick Run Creek, Crane Creek and over branch of Mazon River, 10, 10½, and 12 mi., respectively, east of Dwight		3 bridges		317,023.88
				(For balance of contract see primary portion of Part B, Sec. 13BR)				
SBI 44, FA 18	15X-DM-1, 11X-2DM-1	State	Kankakee	From right-of-way of SBI 44 between Bridge St. and Soldier Creek in Kankakee		Removal of 16 buildings		
				From the southeast corner of the intersection of Court St. and 6th Ave. in Kankakee		Removal of 1 building and conc. foundation		1,750.00
FA 19	12VB-R, 12VF-R	FG	Kendall	On FA 19 (Ill. 31) over CB&Q RR about 1 mi. south of Montgomery		RR gr. sep. struct.		346,244.85
SBI 65	650B-I	State	Kendall	On SBI 65 (US 34) over Fox River about 0.1 mi. northwest of Oswego		Bridge repair		26,189.00
SBI 8 (Spur)	39RS	FU	Knox	On East Main St. between Lincoln St. and east limit of Galesburg	0.91	Bituminous surface	2@24	49,948.55
SBI 8 (Spur)	39W	FU	Knox	On East Main St. between Lincoln St. and east corporate limit of Galesburg	0.91	PCC base	2@9	222,146.25
SBI 80	126RS-1	FU	Knox	Henderson St. (US 150) from north limit of Galesburg, southerly	1.09	Bituminous surface	52	72,975.55
SBI 80	126W-2	FU	Knox	Henderson St. (US 150) from north limit of Galesburg, southerly	1.09	PCC base	2@9	258,930.55
FA 21 & 99	12R, 125-R	(a) FA (b) FU	Lake	On FA 21 and 99 (Ill. 120 and US 41) and on Ill. 42A about 1.3 miles west of Waukegan	2.45	PCC pavement, also interchange ramps and frontage roads	2@22, 2@24 10, 20, 24	(a)239,352.45 (b)1,002,324.93
SBI 42	(112 Ext.)RS	State	Lake	Sheridan Road (Ill. 42) between Dean Ave. and County Line Road in Highland Park	1.72	Intermittent bituminous surface		72,953.70
SBI 42	113R-4	State	Lake	Sheridan Road (Ill. 42) between Broadway and 22nd Sts. in North Chicago	0.49	PCC pavement	48, 40, 2@24	239,529.80

FA 21	3BR-1	FA	LaSalle	On Ill. 23 over Buck Creek about 4 mi. north of Ottawa		Bridge		214,802.26
FA 178	1-D	FU	LaSalle	On FA 178 over Illinois River, CB&Q RR, CRI&P RR, and Center St. in Peru		Bridge reconstruction and paved approaches		214,428.67
FA 178	1-HB, 1-HB-1	FU	LaSalle	On 4th St. over FA 178 and at 7th St. over FA 178 in Peru		2 hwy. gr. sep. structs.		324,682.48
FA 178	1-P	FU	LaSalle	On FA 178 over Illinois River, CB&Q RR, CRI&P RR, and Center St. in Peru		Bridge painting		29,463.20
SBI 2	70B-I-1	State	LaSalle	At pier 4 of Shippingsport Bridge over Illinois River about ¾ mi. south of LaSalle		New pile cluster		8,756.00
SBI 7, 23	Dist. 3, Bituminous Patching and Resurfacing, '59-3	State	LaSalle	Norris Drive (US 6) from Porter St. to Champlain St. and on Ill. 23 from the Hilliard Bridge south to junction of Moore St. and First Ave. in Ottawa	0.89	Bituminous concrete surface	40 & var.	9,090.20
						Pavement patching		1,684.00
SBI 17	6-I	State	LaSalle	On Ill. 18 from about ¼ mi. west of Streator, northerly	0.23	Bit. surf. treat., flex. base	24	25,428.75
SBI 2	75-Y	FU	Lee	On SBI 2 (US 52) (Galena Ave., Seventh St. and Chicago Ave.) between 2nd and 8th Sts. in Dixon	0.19	Bituminous concrete surface and PCC base & wdg.	2@22, 2@6 & var.	
SBI 12, 130	2-2TS, 1-X-1TS, 126TS	State	Lawrence-Edwards	At 3 intersections—US 50 with Bridgeport Road (SA 8) about 3½ mi. west of Lawrenceville; US 50 with Ill. 33 about 7 mi. southeast of Lawrenceville; and Ill. 130 with West Salem spur, about 2 mi. west of West Salem	0.38	PCC pavement	2@22	332,254.80
FA 5	7X3-TS	State	Livingston	At intersection of FA 5 (US 66) with SA 47 about ½ mi. northeast of Dwight		Traffic flashing signals		3,958.28
SBI 8	(26)R	FA	Livingston	US 24 from McLean-Livingston County line east to Fairbury		Rehabilitation of traffic control signals		45,441.95
FA 49	13, 13X-B, 13X-HB	(a)FA (b)FU	Macon	On FA 49 (relocated US 36) from ¼ mi. west of Harristown east to intersection of Oakland Ave. with Eldorado St. in Decatur	3.26	PCC pavement	24	465,582.96
				Over Stevens Creek	6.47	PCC pavement	2@24	
				Over Fairview Ave.		Bridge		
						Hwy. gr. sep. struct.		(a)1,338,579.75 (b)1,204,486.48
SBI 48	125, 126(Dist. 5, Grading and Drainage '59-1)	State	Macon-Piatt-DeWitt	From SBI 121 northeast of Decatur northeast to SBI 10 in Weldon	20.89	Grading and drainage improvements		70,966.50
SBI 4	V-B	FA	Macoupin	On SBI 4 (Ill. 4) over Macoupin Creek about 2 mi. southeast of Carlinville		Bridge		247,825.67
FA 38	15-Q-5	State	Macoupin-Montgomery	Ill. 16 between Ill. 4 at Gillespie and US 66 at Litchfield	8.76	Bit. surf., flex. base	20	32,856.30
SBI 24	G, P, C(W 2S)	FA	Mason	Ill. 129 between Mason City and intersection with US 136	5.42	Bit. surf., flex. base	22, 23.5	545,096.31
SBI 1	39BY-1	FA	Massac	On SBI 1 (US 45) over Main Ditch about 4 mi. west of Mermet		Bridge superstructure		136,926.93

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FA 24	3BR-1	FA	LaSalle	On Ill. 23 over Buck Creek about 4 mi. north of Ottawa		Bridge		44,802.26
FA 178	1-D	FU	LaSalle	On FA 178 over Illinois River, CB&Q RR, CRI&P RR, and Center St. in Peru		Bridge reconstruction and paved approaches		214,428.67
FA 178	1-HB, 1-HB-1	FU	LaSalle	On 4th St. over FA 178 and at 7th St. over FA 178 in Peru		2 hwy. gr. sep. structs.		324,682.48
FA 178	1-P	FU	LaSalle	On FA 178 over Illinois River, CB&Q RR, CRI&P RR, and Center St. in Peru		Bridge painting		29,463.20
SBI 2	70B-I-1	State	LaSalle	At pier 4 of Shippingsport Bridge over Illinois River about ¾ mi. south of LaSalle		New pile cluster		8,756.00
SBI 7, 23	Dist. 3, Bituminous Patching and Resurfacing, '59-3	State	LaSalle	Norris Drive (US 6) from Porter St. to Champlain St. and on Ill. 23 from the Hilliard Bridge south to junction of Moore St. and First Ave. in Ottawa	0.89	Bituminous concrete surface	40 & var.	9,090.20
						Pavement patching		1,684.00
SBI 17	6-I	State	LaSalle	On Ill. 18 from about ¼ mi. west of Streator, northerly	0.23	Bit. surf. treat., flex. base	24	25,428.75
SBI 2	75-Y	FU	Lee	On SBI 2 (US 52) (Galena Ave., Seventh St. and Chicago Ave.) between 2nd and 8th Sts. in Dixon	0.19	Bituminous concrete surface and PCC base & wdg.	2@22, 2@6 & var.	
					0.38	PCC pavement	2@22	332,254.80
SBI 12, 130	2-2TS, 1-X-1TS, 126TS	State	Lawrence-Edwards	At 3 intersections—US 50 with Bridgeport Road (SA 8) about 3½ mi. west of Lawrenceville; US 50 with Ill. 33 about 7 mi. southeast of Lawrenceville; and Ill. 130 with West Salem spur, about 2 mi. west of West Salem		Traffic flashing signals		3,958.28
FA 5	7X3-TS	State	Livingston	At intersection of FA 5 (US 66) with SA 47 about ½ mi. northeast of Dwight		Rehabilitation of traffic control signals		45,441.95
SBI 8	(26)R	FA	Livingston	US 24 from McLean-Livingston County line east to Fairbury	3.26	PCC pavement	24	465,582.96
FA 49	13, 13X-B, 13X-HB	(a)FA (b)FU	Macon	On FA 49 (relocated US 36) from ¼ mi. west of Harristown east to intersection of Oakland Ave. with Eldorado St. in Decatur	6.47	PCC pavement	2@24	
				Over Stevens Creek		Bridge		
				Over Fairview Ave.		Hwy. gr. sep. struct.		(a)1,338,579.75 (b)1,204,486.48
SBI 48	125, 126(Dist. 5, Grading and Drainage '59-1)	State	Macon-Piatt-DeWitt	From SBI 121 northeast of Decatur northeast to SBI 10 in Weldon	20.89	Grading and drainage improvements		70,966.50
SBI 4	V-B	FA	Macoupin	On SBI 4 (Ill. 4) over Macoupin Creek about 2 mi. southeast of Carlinville		Bridge		247,825.67
FA 38	15-Q-5	State	Macoupin-Montgomery	Ill. 16 between Ill. 4 at Gillespie and US 66 at Litchfield	8.76	Bit. surf., flex. base	20	32,856.30
SBI 24	G, P, C(W, RS)	FA	Mason	Ill. 129 between Mason City and intersection with US 136	5.42	Bit. surf., flex. base	22, 23.5	545,096.31
SBI 1	39BY-1	FA	Massac	On SBI 1 (US 45) over Main Ditch about 4 mi. west of Mermet		Bridge superstructure		136,926.93

TABLE 22.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 1	39W	FA	Massac	US 45 from about 0.4 mi. south of Massac-Johnson County line to about 2.2 mi. northwest of Mermet. (For balance of contract see primary portion of Part B, Sec. 39W)	2.13	Earth shoulders	2@10	98,856.16
SBI 1	40BR	FA	Massac	On SBI 1 (US 45) over Q Ditch near Mermet. (For balance of contract see primary portion of Part B, Sec. 39W-1, 40W)		Bridge		102,780.05
SBI 1, 145	(41X, 101)RS-1	FU	Massac	On 10th, Ferry, and 5th Sts. (US 45) between Johnson and Butler Sts. in Metropolis	1.17	PCC base	2@22	
					1.17	Bituminous surface	2@22	
					0.11	PCC pavement	60	559,849.83
SBI 10	(A, 33, 37)RS	FU	Morgan	US 36 and 54, from Main St. in Jacksonville, easterly	1.18	Bituminous surface	2@24	64,997.34
SBI 10	(A, 33, 37)X	FU	Morgan	On US 36 and 54, from Main St. in Jacksonville, easterly	1.17	PCC base	2@24	347,908.96
SBI 8	(27, 28)R	FA	McLean	On US 24 from Chenoa easterly to McLean-Livingston County line	6.58	PCC pavement	24	1,040,617.02
SBI 8	(27, 28)BR	FA	McLean	On SBI 8 (US 24) over Rooks Creek and over branch of Rooks Creek between Chenoa and Fairbury		2 bridges		156,584.20
SBI 2	63R & 63RS	FA	McLean-Woodford	On SBI 2 (US 51) through Kappa. (For balance of contract see primary portion of Part B)	1.56	Bituminous surface	18	99,019.55
FA 120	9DM	FU	Peoria	From right-of-way of FA 120 (Howett St.) between Charlton St. and Jefferson St. in Peoria		Removal of 12 buildings		4,200.00
SBI 9	46-TS	State	Peoria	US 24 at intersection with Ill. 9 at Orchard Mines		Traffic control signals		6,357.56
SBI 2	4RS-3	FU	Perry	US 51 (Washington St.) between Grant Way and Main St. in DuQuoin	0.89	Bit. surface,	2@24, 2@31	
						PCC base	2@16	426,024.12
FA 4	17Y	FU	Rock Island	On 11th St. (US 67) between 21st and 46th Aves. in Rock Island	1.68	Bit. surface on PCC base	2@7, 2@24	327,603.33
SBI 15	27-BR	FA	St. Clair	On Ill. 15 & 158 about ½ mi. east of Belleville		Bridge		68,636.28
FA 5	103	FU	Sangamon	South Sixth St. (US 66) between Myrtle and Wellesley Sts. in Springfield	0.64	PCC base wdg. and bituminous surf.	2@4, 42, 52	99,332.75
FA 155	19Q	FA	Scott-Greene	4¾ mi. south of intersection with US 54 and 36 to ¼ mi. south of Scott-Greene County line	3.12	Bit. surf. treatment, flex. base	22	132,418.35
SBI 5	18R-B2	FA	Stephenson	On US 20 over Wickham Creek about 1¼ mi. southeast of Ridott		Bridge		25,710.30
SBI 5	18R-B, 18R-B1	FA	Stephenson	On US 20 (east-bound lane) over Silver Creek about 3.6 mi. east of Freeport		Bridge		
				For tributary to Silver Creek on US 20 about 3½ mi. east of Freeport		Culvert		83,863.70

SBI 5	18R-B3	FA	Stephenson	On SBI 5 (US 20) over Sumner Creek about 4 mi. southeast of Ridott	----------	Bridge	----------	50,731.95
SBI 73	106-Y	State	Stephenson	On Rice and Sewell Sts. (Ill. 73) from the north village limit to about 140′ south of Cross St. in Winslow	0.73 0.73 0.73	PCC base wdg. Flex. base Bituminous surface	2@3 2@6, 2@8 36, 40	134,996.30
SBI 73	107-Y	State	Stephenson	On Schuyler and Logan Sts. from about 250 feet north of intersection with Camp St. to about 600 feet south of Lincoln St. in Lena	0.92 0.92 0.92	PCC base wdg. Flexible base Bituminous surface	2@3 2@6 36	166,243.15
SBI 74	101R-1	FA	Stephenson	Ill. 26 from 0.15 mi. south of Washington St. in Cedarville, southerly	1.90	PCC pavement	24	273,633.78
SBI 164	15RS	FU	Tazewell	On Court St. between Eighth St. and Audobon Drive in Pekin	1.30	Bituminous surface	2@23	106,578.26
SBI 164	15W	FU	Tazewell	On Court St. between Eighth St. and southeast limit of Pekin	0.50 0.80 0.70	PCC base PCC base wdg. PCC pavement	18, 2@23 Var. 2@23	646,624.80
Various	Dist. 2, 3, 4&6 Cinder Hauling '59-1	State	Various	Various locations	----------	Cinder hauling	----------	38,924.00
Various	State-wide Pavement Marking '59-1	State	Various	Various routes throughout the State	84.83	Pavement marking	----------	126,669.93
FA 11	36X	FA	Vermilion	From about 1¼ mi. west of Danville, westerly (For balance of contract see interstate portion of Part A, Sec. 92-10, 92-10HB-3)	1.276	PCC pavement	24	172,610.46
SBI 3, 8	(29, 4) RS	FU	Warren	US 67 (Main St.) between Harlem Ave. and Eleventh Ave. in Monmouth	1.56	Bituminous surface	42, 2@31	131,934.50
SBI 3, 8	(29, 4)W	FU	Warren	US 67 (Main St.) between Harlem Ave. and Eleventh Ave. in Monmouth	1.57	PCC base and wdg.	2@16, 2@9 2@4	353,822.10
SBI 6	32-3	FU	Whiteside	West Fourth St. (Ill. 2) between Ave. M and Ave. B, also on West Third St. between Ave. M and Ave. G, in Sterling	0.85	PCC pavement	40	634,723.69
FA 14	1-3	FA	Williamson	From about 1½ mi. east of Ill. 149 to Crainville Road and from ¼ mi. east of Ill. 148 to C&EI RR in Marion	5.90	PCC pavement	22, 24, 2@24	1,995,800.00
FA 14	(1X-1)HL, TS	State	Williamson	DeYoung St. (Ill. 13) at Court St. in Marion	----------	Traffic control signals	----------	16,100.05
FA 37	F-154(16)	FA	Williamson	FA 37 over FAI 57 (For balance of contract see interstate portion of Part A, FAI 57, Sec. X1-7-1, X-1-7HB-2)	0.303	PCC pavement	24	50,487.49
FA 6	2Y-1	FU	Winnebago	US 20 between Rockford and Winnebago-Boone County line	2.67 0.31	PCC pavement PCC base, bit. surf.	2@24 2@24	836,979.52
FA 188	3	FU	Winnebago	US 51 between Machesney Airport and Loves Park	1.91	PCC base, bit. surface	4, 6, 10, 24, 2@24	572,591.05

TABLE 22.—Continued.

PART A.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FA 188	6	FA	Winnebago	North Manchester and Ellis Roads, in and east of South Beloit	2.11	PCC pavement	2@24	
FA 194	3B, 3B-1	FU	Winnebago	Rockford Bypass over Rock River near southwest city limit of Rockford	0.63	Bit. surf., flex. base	20, 22	666,532.45
				On Rockford Bypass over east channel of Rock River in Rockford		2 bridges, excl. fur. of str. st.		
FA 194	3F	FU	Winnebago	On Rockford Bypass over Rock River near southwest limit of Rockford		2 bridges, excl. fur. of str. st.		630,000.00
FA 194	3F-1	FU	Winnebago	On Rockford Bypass over east channel of Rock River in Rockford		Fur. & fab. str. st. for 2 bridges		105,342.75
FA 194	5-1	State	Winnebago	Temporary connection of Rockford Bypass to Northwest Tollway at Cherry Valley		Fur. & fab. str. st. for 2 bridges		199,020.08
SBI 2	76Y-1	FA	Winnebago	Blackhawk Blvd. (Ill. 2) in and south of South Beloit	0.51	Bituminous surface, flexible base	22, 24	29,925.20
SBI 5	17R-1B-1	FA	Winnebago	US 20 over Coolidge Creek 2 mi. northwest of Winnebago	1.47	PCC pavement	24	450,298.65
SBI 5	40R-1	FA	Winnebago	US 20 from 2½ mi. west of Rockford westerly to C&NW Ry		Bridge		17,924.00
SBI 70	104	FU	Winnebago	US 51 (11th St.) between Broadway and 18th Ave. in Rockford	3.81	PCC pavement	24, 2@24	859,833.00
					0.31	PCC pavement	2@22 & var.	154,620.80
		FA		13 primary highway railroad crossings		Miscellaneous improvements		172,238.78
		State		38 primary highway railroad crossings		Miscellaneous improvements		369,274.27
		State		4 primary highway railroad crossings		Automatic protection		87,064.18
				Total contracts awarded by the State on primary highways (excluding interstate)				$39,521,730.18

PRIMARY (EXCLUDING INTERSTATE) HIGHWAY CONTRACTS AWARDED BY COOK COUNTY

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FA 173	062-3838.5-15d	BU	Cook	Northwest Expressway from Howard St. to Elm St.		Landscaping		$ 19,962.30
FA 173	267-1012-15d	BU	Cook	Northwest Expressway from Central Ave. to Montrose Ave.	1.60	PCC pavement	2@36	2,925,027.58

FA 173	267-1014-15d	BU	Cook	Northwest Expressway (FA 173) from Normandy Ave. to Montrose Ave.	3.071	Bit. shoulders		65,958.00
FA 173	267-1217-15d	BU	Cook	Northwest Expressway from Normandy Ave. to Central Ave.	1.47	PCC pavement	2@36	2,248,978.17
FA 173	267-1315-15d	BU	Cook	Northwest Expressway (FA 173) from Mobile Ave. to Canfield Ave.	2.009	Highway lighting		126,156.00
FA 173	267-1415-15d	BU	Cook	Northwest Expressway from Canfield Road to Normandy Ave.	1.52	PCC pavement	2@36	2,992,526.76
FA 173	267-1417.1-15d	BU	Cook	Northwest Expressway (FA 173) from East River Road to Normandy Ave.	3.004	Bit. shoulders		86,594.40
FA 173	267-1417E-CF, 267A-0102.1-CF	BU	Cook	Northwest Expressway at Bryn Mawr Ave. & Soo Line RR		Pumping station		479,833.40
FA 173	267-1517.2-15d, 267A-0102.2-15d	BU	Cook	Northwest Expressway from Canfield Ave. to Soo Line RR	2.58	Highway lighting		237,944.70
FA 173	267A-0101, F-15d	BUG	Cook	Northwest Expressway O'Hare Airport Lead under Soo Line RR		Railroad subway structure		317,858.52
FA 173	267A-101.1-15d, .2-15d, .3-15d, .4-15d, .5-15d	BU	Cook	Northwest Expressway O'Hare Airport Leads		3 hwy. gr. sep. structs., excl. fur. of str. st.		479,377.69
FA 173	267A-0101.1F-15d, .2F-15d, .3F-15d, .4F-15d, .5F-15d	BU	Cook	Northwest Expressway O'Hare Airport Leads		Fur. & fab. str. st. for 3 hwy. gr. sep. structs.		237,851.54
FA 173	267A-0202, F-15d	BU	Cook	Northwest Expressway O'Hare Airport East and West-bound Leads over Des Plaines River Road		2 hwy. gr. sep. structs.		210,303.30
FA 173	267A-0202.1F-15d, 267A-0202.2F-15d	BU	Cook	Northwest Expressway O'Hare Airport Lead over Des Plaines River and Northwest Tollway		Bridge Hwy. gr. sep. struct.		671,496.93
FA 173	267A-0102.5-15d	BU	Cook	Northwest Expressway O'Hare Airport Lead from Soo Line RR to East River Road	1.12	PCC pavement	2@24	1,856,817.60
				Total primary (excluding interstate) highway contracts awarded by Cook County				$12,956,686.89

SECONDARY ROAD CONTRACTS AWARDED BY THE STATE

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAS 144, 901, 932, SA 3A, 7, 21	Dist. 9, Bituminous Seal Coat '59-1	State	Alexander-Jackson-Johnson-Pope-Randolph-Saline-Union-Williamson	Various routes	32.75	Bit. surf. treat.	18, 20, 22	$ 157,720.23

TABLE 22.—Continued.

PART A.—Concluded.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAS 520	277-K	FU	Champaign	On FAS 520 (Kirby and Florida Aves.) from State St. to 124 feet east of Neil St. (US 45) in Champaign	0.14	PCC base, bit. surf.	2@24	169,344.03
SA 1, & 4	Dist. 5, Bituminous Seal Coat '59-1	State	Champaign-Clark-Cumberland-Edgar-Vermilion	On SA 1 in Champaign County and on SA 4 in Vermilion County (For balance of contract see primary portion of Part A)	8.44	Bit. surf. treat.	18, 20, 22	11,995.40
SA 35	15VB-R	State	Cook	On Southwest Highway (Ill. 7) over B&OCT RR in Chicago Ridge	----------	Reconstruction of RR gr. sep. struct.	----------	610,427.70
SA 039	2324-3-D	State	Cook	On Harlem Ave. bascule bridge (Ill. 42A) over Sanitary and Ship Canal in Lyons and Stickney Townships	----------	Bridge floor reconstruction	----------	77,826.50
SA 142	142-0304-SS	State	Cook	At intersection of Harlem Ave. (Ill. 42A) with Forest Preserve Drive north of Irving Park Road, in Chicago	----------	PCC driveway pavement	22, 48	28,736.65
	1959-10 Service Drive	State	Cook	Between Kean Ave. and Cork Ave. about 1500 feet south of 79th St. in the Village of Justice	0.50	Bit. surf., flex. base	22 on 24	31,583.40
Various	Dist. 10, Traffic Signals '59-2	State	Cook	Devon Ave. with Dee Road Central Ave. with Pratt Ave. Cumberland Ave. with Addison St. 31st St. with 17th Ave. (For balance of contract see primary portion of Part A)	----------	Traffic control signals	----------	35,251.03
Various	Dist. 10, Traffic Signals '59-3	State	Cook	Chicago Ave. with Sauk Trail Touhy Ave. with Dee Road Dixie Highway with Joe Orr Road Touhy Ave. with Mt. Prospect Road (all south of Chicago) (For balance of contract see primary portion of Part A)	----------	Traffic control signals	----------	33,055.45
Various	Dist. 10, Traffic Signals '59-4	State	Cook	At the following seven intersections— Oak Park Ave. with Montrose Ave. 80th Ave. with Belmont Ave. Dixie Highway and Flossmoor Road with Cambridge Ave. Western Ave. with Sauk Trail Indiana Ave. with 142nd St. Howard St. with Lincoln Ave. First Ave. and Madison St. with School St. (all near Chicago) (For balance of contract see primary portion of Part A)	----------	Traffic control signals	----------	57,580.76

Various	Dist. 10, Traffic Signals '59-5	State	Cook	At the following eight intersections— Western Ave. with 139th St. McCormick Blvd. with Devon Ave. McCormick Blvd. with Pratt Ave. McCormick Blvd. with Touhy Ave. McCormick Blvd. with Howard St. McCormick Blvd. with Oakton St. McCormick Blvd. with Main St. McCormick Blvd. with Church St. (all west and southwest of Chicago)		Traffic control signals		62,464.38
Various	1959-13RS	State	Cook	Various routes (For balance of contract see primary portion of Part A)	0.375	Intermittent bit. surf.	Var.	41,489.40
Various	Dist. 1, Traffic Signals '59-1	State	DuPage	At Grand Ave. (SA 20) with York Road (FAS 1135) west of Chicago		Traffic control signals		6,266.65
FAS 3	X-6SB	FUSG	Lake	CMStP&P RR over Grand Ave. (Ill. 132) in Gurnee		Railroad subway structure		175,287.74
SA 6	B-Q	State	Piatt	Between Monticello and Allerton Park	3.53	Bit. surf. treat., base strengthening	9	16,577.50
FAS 836	(10, 11)Q-2	State	Washington	On FAS 836 between Oakdale and DuBois	24.99	Bit. surf. treat.	20	34,987.80
FAS 1044	92	FUS	Winnebago	On Sandy Hollow Road between Kishwaukee St. and 11th St. in and east of Rockford	0.71	PCC pavement	2@22	246,092.26
		FA		3 secondary highway railroad crossings		Miscellaneous improvements		44,167.31
		State		2 secondary highway railroad crossings		Miscellaneous improvements		65,631.63
		State		13 secondary highway railroad crossings		Automatic protection		246,045.20
				Total secondary road contracts awarded by the State				$2,152,531.02
				Total interstate highway contracts awarded by the State				$84,341,689.89
				Total interstate highway contracts awarded by Cook County				5,884,081.70
				Total interstate highway contracts awarded by the City of Chicago				10,705,813.45
				Total primary (excluding interstate) highway contracts awarded by the State				39,521,730.18
				Total primary (excluding interstate) highway contracts awarded by Cook County				12,956,686.89
				Total secondary road contracts awarded by the State				2,152,531.02
				Total, Part A				$155,562,533.13

TABLE 22.—Continued.

PART B.—REHABILITATION OF EXISTING PAVEMENTS BY WIDENING AND BITUMINOUS SURFACING, INCLUDING RELATED BRIDGE WORK.

PRIMARY HIGHWAY CONTRACTS AWARDED BY THE STATE

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Number of Bridges[c]	Contract Price
1	SBI 76	3/	State	Boone	Ill. 76 between Belvidere and Ill. 173	0.82			18, 20		$ 13,445.79
	SBI 23			McHenry	Ill. 23 north of Marengo	1.03			18, 20		16,889.80
	SBI 47			McHenry	Ill. 47 between Woodstock and the Wisconsin State line	1.13			18, 20		18,530.30
	SBI 67			McHenry	Ill. 176 between Marengo and Ill. 47	0.92			18, 20		15,085.39
	SBI 5			Winnebago	Ill. 5 in Cherry Valley	0.30			18, 20		4,919.42
					Pavement patching only						16,510.00
1	SBI 65	5/	State	Cook	US 34 from Washington St., east	[a]0.03			40		556.59
	SBI 5, 59			DuPage	On Ill. 59 from US 20 south to East-West Tollway	[a]2.62			20		48,569.12
					Pavement patching only						9,342.00
1	SBI 5, 5A	4/	State	Kane	US 20 about ¼ mi. west of Pingree Grove	0.38			18, 20, 22		6,493.05
					Pavement patching only						302.00
					(For balance of contract see secondary portion—Part B)						
1	FA 177	(39, 41) RS	FA	Lake	US 45 from Illinois-Wisconsin State line, southerly	7.87			24		226,930.52
1	FA 177	(39, 41) W	FA	Lake	On US 45 from Illinois-Wisconsin State line, southerly		6.29	[a]0.64 & [a]0.98	2@3 2@3, 2@6, 2@12, 24, 40		672,193.41
1	SBI 20	G-RS-1, 16-RS-2	State	Lake	On Ill. 120 from about 1 mi. east of US 45, west to intersection with Ill. 59A	8.98			18, 20		130,574.58
1	SBI 21 Ext.	3A-Ext. RS	State	Lake	Main St. (Ill. 21 and 83) between Ill. 173 and North Ave. in Antioch	1.20			30, 54		37,925.00
1	SBI 59, 20, 173	1/	State	Lake	Ill. 59, 120 and 173 between Barrington and Antioch	[a]6.06			18, 20, 22, 30, 40		
					Includes pavement patching						108,612.28
					(For balance of contract see secondary portion—Part B)						

1	SBI 59A, 42	2/	State	Lake	On Ill. 83, 59A, and Walker Ave. between Mundelein and Highland Park	[6]4.50			20, 22, 24, 40, 44		
					Includes pavement patching						79,719.17
					(For balance of contract see secondary portion—Part B)						
2	FA 154	13X-BY	State	Bureau	US 6 about 8 mi. east of Princeton, over Brush Creek					1	48,017.00
2	SBI 80	104BY, 104BY-1	FA	Carroll	Ill. 80, 2 mi. and 3½ mi. north of Savanna, over Rush Creek					2	119,422.30
2	SBI 78	2/	State	Henry	Ill. 78 between Ill. 92 and Kewanee	4.50			18		69,896.25
2	SBI 81	103RS-1	State	Henry	Ill. 81 in and east of Cambridge	9.34			18		93,816.90
2	SBI 82	129-BY	State	Henry	On SBI 82 over Ditch of Phenix about 4 mi. east of Joslin					1	57,878.95
2	SBI 40	10Y	State	JoDaviess	Main St. (Ill. 78) from US 20, extending southerly, in Stockton	0.77			24, 27, 50		41,056.50
								[1]0.77	24, 2@3		153,886.00
2	SBI 2	1/	State	Lee	US 52 between Dixon and Amboy	2.90			18		41,922.25
2	SBI 7, 80	3/	State	Rock Island-Henry	Ill. 84 between Carbon Cliff and Colona and US 150 between Moline and Alpha	[6]5.00			18, 20		78,853.88
3	SBI 1	2/	State	Iroquois	Ill. 1 between Milford and Wellington	[6]2.00			22		40,613.00
3	SBI 17	13BR	FA	Kankakee	Ill. 17 over Branch of Granary Creek between Kankakee and Dwight					1	5,968.72
					(For balance of contract see primary portion of Part A, Sec. 12BR, 13BR, 14BR)						
3	SBI 89B	1/	State	LaSalle	Ill. 18 from intersection with US 51 east to intersection with Ill. 179	[6]1.77			18		24,262.51
	SBI 17			LaSalle, Livingston	Ill. 18 and 17 from intersection with Ill. 179 east to intersection with Ill. 170	[6]4.41			18		60,449.99
					Pavement patching only						24,246.00
3	SBI 4	4/	State	McLean	Morris Ave. between Miller St. and US 66 in and southwest of Bloomington	0.86			18		9,875.50
3	SBI 2	63R & 63RS	FA	McLean-Woodford	South and west of Kappa	2.38			24		74,633.00
							0.09		2@3′11″		16,634.95
								[6]2.29	24		344,395.65
					(For balance of contract see primary portion, Part A)						

TABLE 22.—Continued.

PART B.—Continued.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Number of Bridges	Contract Price
4	FA 29, SBI 30	10R, 14R, 14RS	FA	Henry-Stark	On Ill. 78 about 4 to 8 mi. south of Kewanee	2.26			24		62,759.08
								[2]2.26	1@3, 24		339,979.09
					(For balance of contract see primary portion, Part A)						
4	SBI 28	1[f]	State	Knox	On US 34 from northeast limits of Galesburg, northeast to about 1½ mi. north of Altona	4.58			18		71,678.13
					Pavement patching only						13,102.71
4	SBI 30	2[f]	State	Peoria	On Ill. 91 from 1¼ mi. south of Dunlap, northerly	2.86			18		63,485.87
					Pavement patching only						9,091.65
4	SBI 9	3[f]	State	Tazewell	On Ill. 98 between North Pekin and Morton						
					Pavement patching only						33,984.45
4	SBI 9	5, 6(W, RS)	FA	Tazewell-Woodford	On US 150 from about ½ mi. south of Village of Deer Creek, east to Goodfield	3.94			22, 2@14		84,773.30
							3.40		2@2		95,135.60
								[2]0.42	22, 2@14		68,126.60
5	Various	1[f]	State	Champaign-DeWitt-Edgar-Piatt-Vermilion	Various routes	[2]3.59			18, 22		114,840.00
					Pavement patching only						41,645.00
5	SBI 119	113, 114(W, RS-1)	FA	Champaign-Vermilion	On US 136 between Rantoul and Ill. 49	2.14			44		64,955.00
							0.15		2@3		11,638.09
								1.41	24		297,981.84
5	SBI 121	145, 146(W, RS-1)-1, 147(W-1, RS-3)-1	FA	Douglas-Edgar	On US 36 from intersection with Camargo Road, easterly	0.45			2@18		35,600.00
								0.45	2@18		140,697.70
5	SBI 121	[147(W, RS-2), 148(W, RS-1), 149(W-1, RS-2)]-1	FA	Douglas-Edgar	On US 36 between Ill. 49 and Ill. 1	0.68			24		56,546.20
							0.68		2@3, 2@12		189,783.16

5	SBI 10 (FAS 540)	8W-1, (9, 10)W	[h]FAS	Piatt	On Ill. 105 from about 1.5 miles south of Bement to about 2.5 mi. south of Cerro Gordo		8.86		2@2, 2@4		[h]286,513.44
								0.29	2@14		[h]235,681.81
5	SBI 10 (FAS 540)	8RS-1, (9, 10)RS	[h]FAS	Piatt	On Ill. 105 from about 1.5 miles south of Bement to about 2.5 miles south of Cerro Gordo	10.94			22		[h]299,683.72
5	SBI 9	46BY	FA	Vermilion	On Ill. 9 about 5, 4½ and ¼ mi. west of Hoopeston					3	38,327.00
6	FA 36	1X	FA	Adams	On FA 36 from about 2.5 mi. north to 4.2 mi. south of Quincy			2.61	2@24		549,900.40
6	FA 36	1X-RS	FA	Adams	On FA 36 from about 2.5 mi. north to about 4.2 mi. south of Quincy	2.61			2@24		91,127.20
6	SBI 121	134, 135(W, RS)	FA	Logan-Macon	On Ill. 121 from about 0.1 mi. northwest of Logan-Macon County line to Warrensburg	4.82			24		87,209.00
							4.62		2@3		111,397.72
6	SBI 121	135BR	FA	Macon	On Ill. 121 about 2 mi. southeast of Latham, over South Fork					1	90,928.40
6	SBI 36	(17, 18)BY	FA	Pike	On US 36—4, 5½ and 7½ mi. southeast of Barry					3	218,667.20
6	FA 4, 109	87, 47X	FA	Schuyler	On FA 4 and 109 between Rushville and Beardstown			9.43	24, 22		989,798.40
6	FA 4, 109	87RS, 47X-RS	FA	Schuyler	On FA 4 and 109 between Rushville and Beardstown	9.38			24, 22		187,880.79
6	SBI 3, 31, 103	[f]	State	Schuyler	On US 67, 24, and Ill. 103, east, south, and southwest of Rushville	[g]6.66			18		113,807.68
7	Various	[f]	State	Crawford-Cumberland-Edwards-Effingham-Gallatin-Lawrence-Shelby-Wabash-Wayne-White	Various locations on Ill. 1, 33, US 40, 45, and 50	[g]10.07			18		153,937.19
					Pavement patching only						4,190.67
7	SBI 15	(14X, 15, 16, 17, 17Z)RS	FA	Jefferson-Wayne	On Ill. 15 from Mt. Vernon east to Wayne City	17.68			18, 24, 40		593,391.24

TABLE 22.—Continued.

PART B.—Continued

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Number of Bridges[3]	Contract Price
7	SBI 15	(16, 17)W	FA	Jefferson-Wayne	On Ill. 15 from 0.6 mi. northwest to Bluford, easterly		4.96		2@3, 1@6		362,613.15
								2.44	24		586,412.33
7	SBI 2	25, 26, 27, 28(W, RS), 25-2, 26-2, 27-2, 28-2, 26RS, 28RS	FA	Marion	On US 51 from about ½ mi. north of Patoka to Sandoval	13.38			18, 24		228,397.77
							5.00		2@3		322,256.91
								5.10	24		760,958.79
8	SBI 3	48, 49Z, 62(W, RS)	FA	Greene	On US 67 from Greene-Scott County line, south to Whitehall	5.79			24, 38		149,684.69
							4.93		2@3, 2@10, 6		380,893.76
8	SBI 4	(R, J)R	FA	Macoupin	On Ill. 4 between Mount Clare and Staunton	1.31			22		34,402.03
							1.30		2@3		134,961.96
					(For balance of contract see primary portion, Part A)						
8	FA 145, SBI 153	1/	State	St. Clair-Washington	US 460 between St. Libory and Ill. 153	[6]0.93			18, 20		14,164.64
	FA 115, SBI 153			Washington	Ill. 177 between New Minden and Irvington	[6]1.71			18, 20		26,044.98
	FA 128, SBI 153			Washington	Ill. 127 between Nashville and Washington-Perry County line	[6]1.55			18, 20		23,606.81
	FA 153, SBI 153			Washington	Ill. 153 between north of Lively Grove and Ill. 15	[6]1.86			18, 20		28,329.27
					Pavement patching only						31,476.30
9	SBI 2	(18, 18X)RS	State	Alexander	On US 51 from Cairo, northerly	1.02			28		66,121.80
9	SBI 140	(113, 114, 115)RS	State	Gallatin-Hardin	On Ill. 1 between junction with SBI 13 and SBI 146, north of Cave-in-Rock	6.00			18		134,980.90
					Pavement patching only						3,592.00
9	SBI 1	39RS-5, 40RS-6	FA	Massac	On US 45 from Massac-Johnson County line to about 4 mi. southeast of Mermet	8.45			22		135,563.96

9	SBI 1	39W	FA	Massac	On US 45 from about 0.4 mi. south of Massac-Johnson County line to about 2.2 mi. northwest of Mermet (For balance of contract see primary portion of Part A, Section 39W)		0.87		2@2		91,337.50
9	SBI 1	39W-1, 40W	FA	Massac	On US 45 from about 2 mi. northwest to about 4 mi. southeast of Mermet		1.22		2@2		128,297.71
					(For balance of contract see primary portion of Part A, Section 40BR)			0.76	22		489,228.58
9	SBI 146	(106, 107)RS	State	Union-Johnson	On Ill. 146 between Anna and West Vienna	7.96			18		186,598.75
10	FA 19, SBI 18	1959-11RS	State	Cook	Ogden Ave. on a bridge over the Des Plaines River	0.01			40		227.47
	FA 42				Harlem Ave. from Illinois-Michigan Canal Bridge to Sanitary and Ship Canal Bridge	0.01			40		396.10
	FA 99, SBI 50				Approaches to Calumet Sag Channel Bridge on Cicero Ave.	0.01			40		237.80
	FA 102, SBI 54				Busse Highway (Ill. 83) from Devon St. to Oakton St.	0.54			20, 40		12,751.68
	FA 136, SBI 64				St. Charles Road from Mannheim Road to Cook-DuPage County line (For balance of contract see secondary portion, Part B)	°4.04			20, 40		96,480.39
10	FA 42	3128-Z-Y	FA	Cook	On Harlem Ave. (Ill. 42A) between 100th St. and 108th St. in and north of Worth			1.00	2@14		280,770.45
10	FA 42	3128Z-Y-RS	FA	Cook	On Harlem Ave. (Ill. 42A) between 100th St. and 108th St. in and north of Worth	1.00			2@24		25,651.69
10	SBI 1	1959-12RS	State	Cook	Ill. 1 (Halsted St.) between Glenwood Road and Washington St.	2.31			22, 40		60,595.12
	SBI 49				US 54 (Governors Highway) between 183rd St. and Dixie Highway	4.12			22, 40		108,077.02
	SBI 51				US 45 (96th Ave.) between 119th St. and Southwest Highway	4.24			22		111,225.87
10	FA 20, SBI 19	1959-10RS	State	Cook	US 14 (Busse Highway) from Miner St. to Touhy Ave.	2.13			40, 58		60,347.95
	FA 20, SBI 19				Baldwin Road from Northwest Highway to Hicks Road	1.73			20		49,016.53
	SBI 62				Ill. 62 (Algonquin Road) from Cook-Kane County line east to EJ&E Ry structure	4.93			20		139,677.92

TABLE 22.—Continued.

PART B.—Continued.

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Number of Bridges[3]	Contract Price
10	SBI 42	114-X-RS	State	Cook	On Sheridan Road (Ill. 42) from Isabella St. north in Wilmette	0.36			40		18,306.64
10	SBI 51	102-Y-1RS, 102-X-Y-1RS	FA	Cook	On US 45 between 95th St. and 119th St. in Palos Township	2.36			2@24, 40		78,733.34
10	SBI 51	102-Y-1, 102X-Y-1	FA	Cook	On US 45 between 95th St. and 119th St. in Palos Township			2.36	24, 2@10		424,132.83
					Primary highways—						
					Continuous bituminous surfacing	173.38					$4,102,078.81
					Intermittent bituminous surfacing	56.80					1,012,847.50
					Base widening		36.08				2,131,463.95
					Full-width base			28.56			5,168,085.38
					Base widening and full-width base		6.29	4.65			1,166,058.50
					Pavement patching						187,482.78
					Bridges					12	579,209.57
					Totals for primary highways	230.18	42.37	33.21		12	$14,347,226.49

SECONDARY ROAD CONTRACTS AWARDED BY THE STATE

District	Route[1]	Section	Class[2]	County	Location	Miles of Bituminous Surface	Miles of Base Widening	Miles of Full-width Base	Width in Feet	Number of Bridges[3]	Contract Price
1	SA 9	5[f]	State	DuPage-Cook	Highland Ave. (SA 9) from Alt. US 30 south to Downers Grove	[g]1.04			20		$18,561.90
					Pavement patching only						2,884.50
					(For balance of contract see primary portion, Part B)						

1	SA 7, 31	1/	State	Kane	Ill. 72 between Hampshire and Gilberts	[9]2.00			18, 20, 22		31,188.50
	SA 18				McLean Blvd. about 2½ mi. south of Elgin	[9]1.01			18, 20, 22		15,749.61
					Pavement patching only						18,608.00
					(For balance of contract see primary portion, Part B)						
1	SA 6	1/	State	Lake	Ill. 132 in and east of Fox Lake	[9]1.06			18, 20, 22, 30, 40		9,255.00
					Pavement patching only						16,592.55
					(For balance of contract see primary portion, Part B)						
1	SA 16, 11	2/	State	Lake	Deerfield Road between Mundelein and Highland Park	[9]2.96			20, 22, 24		11,501.50
					Pavement patching only						43,943.61
					(For balance of contract see primary portion, Part B)						
10	SA 91	1959-11RS	State	Cook	Ill. 7 (Southwest Highway) from Western Ave. to Cicero Ave.	3.40			20, 40		87,271.23
	SA 144				Belmont Ave. from Franklin Ave. to Mannheim Road	1.01			20, 40		25,925.43
					(For balance of contract see primary portion, Part B)						
					Secondary roads—						
					Continuous bituminous surfacing	4.41					$113,196.66
					Intermittent bituminous surfacing	8.07					86,256.51
					Pavement patching						82,028.66
					Totals for secondary roads	12.48					$281,481.83
					Totals, Part B	242.66	42.37	33.21		12	$14,628,708.32

TABLE 22.—Continued.

PART C.—DETAILED TABULATION OF STATE DAY LABOR CONSTRUCTION AND REHABILITATION CONTRACTS AWARDED DIRECTLY BY THE STATE TO STATE DAY LABOR FORCES DURING 1959.

STATE DAY LABOR CONTRACTS ON FEDERAL-AID INTERSTATE HIGHWAYS AWARDED BY THE STATE

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FAI 55	(84-2, 84-3)I	DL (Const.)	Sangamon	On FAI 55 near Sangamon River		Basement filling and fuel tank removal		$1,400.00
FAI 55	99-2-I	DL (Const.)	Will	On frontage road along US 66 near intersection with US 6	0.038	Bit. surf. treat. and flex. surface	22&var.	5,001.50
				Total State day labor contracts awarded by the State on Federal-aid interstate highways				$6,401.50

STATE DAY LABOR CONTRACTS (EXCLUDING INTERSTATE) AWARDED ON PRIMARY HIGHWAYS

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
FA 154	13XB-I	DL (Const.)	Bureau	1 mi. west of Hollowayville		Bridge superstructure removal		$ 6,638.20
SBI 28	8RS-2	DL (Const.)	Bureau	US 34 between Sheffield and Neponset	0.60	Bituminous surface		21,575.85
SBI 25	30-X-2.31-X-I	DL (Const.)	Champaign-Ford	From north limits of Rantoul north to Paxton		Delineators		1,320.00
Various	Dist. 5 Headwall Removal '59-1	DL (Const.)	Clark-Cumberland-DeWitt-Douglas-Edgar	Various routes		Headwall removal		18,300.00
FA 122	0505.2-I	DL (Maint.)	Cook	North end of bridge on Calumet Expressway over Little Calumet River		Bridge repair		13,270.00
FA 122	066-0303-6A-I	DL (Maint.)	Cook	Calumet Expressway over Kingery Expressway about 1 mi. west of Lansing		Hwy. gr. sep. struct. repair		19,320.94
FA 122	2626.1-HB-I	DL (Maint.)	Cook	Wentworth Ave. over Kingery Expressway		Bridge repair		7,978.60
SBI 46	462-BCD-I	DL (Maint.)	Cook	US. 45 over Sanitary and Ship Canal, Illinois Michigan Canal, and GM&O RR 1 mi. west of Justice		Bridge repair		30,820.00

SBI 46	464-I	DL (Maint.)	Cook	US 12 and 45, approaches to Mannheim Road Bridge in Melrose Park		Bituminous undersealing		7,055.00
Various	Dist. 10 Steel Plate Beam Guardrail Reconstruction '59-1	DL (Const.)	Cook	Various routes		Guardrail reconstruction		117,801.20
SBI 131	Dist. 5 Culv. Barrel Extension '59-1	DL (Const.)	Cumberland	4½ mi. south of intersection with SBI 25		Culvert extension		3,652.00
SBI 131	Dist. 5 Concrete Patching '59-1	DL (Maint.)	Cumberland-Douglas	Various routes		Pavement patching		24,485.50
FA 161	(15&15-1)I Dist. 5 Concrete Gutter '59-1	DL (Const.)	DeWitt	US 54 between Clinton and Farmer City	0.22	Concrete gutter		8,429.00
FA 102	540VB-I	DL (Maint.)	DuPage	Ill. 83 over Irving Park Blvd. in Bensenville		Bridge repair		10,810.15
SBI 11	L-2-I	DL (Maint.)	Effingham	On US 40 over Little Wabash River about 2½ mi. west of Effingham		Bridge repair		1,870.00
SBI 25	3B-I-2	DL (Maint.)	Effingham	On US 45 about 10 mi. south of Effingham		Bridge repair		3,445.20
SBI 11, FA 140, 12	2f	DL (Maint.)	Effingham-Fayette-Montgomery	Various routes	1.280	Bituminous surface	18	29,400.62
						Pavement patching		245.00
SBI 2	23B-I	DL (Maint.)	Fayette	On US 51, 1½ mi. south of Vandalia		Bridge repair		4,225.00
SBI 115	106-I	DL (Const.)	Ford	On Ill. 115 near Piper City		Private entrance bridge		8,649.20
SBI 48	Dist. 3 PCC Patching '59-1	DL (Maint.)	Ford-McLean	On US 54 between Bellflower and Gibson City		Pavement patching		23,235.00
Various	Dist. 4 Headwall Removal '59-1	DL (Const.)	Fulton-Hancock-Henderson-Knox-McDonough-Mercer-Stark-Tazewell	Various routes		Removal of headwalls		35,400.00
FA 164	3B-I	DL (Maint.)	Greene	US 67 over Apple Creek		Bridge repair		2,975.00
SBI 142A	102-I	DL (Const.)	Hamilton	Along Big Creek and Ill. 142A about 4½ mi. north of McLeansboro	0.085	Channel change		
					0.505	Special ditch		20,980.00
SBI 151	114X-I	DL (Const.)	Jackson	At intersection of SBI 151 with SA 23 east of Ava		Intersection improvement		5,432.25
SBI 144, 150, 151, 170	Dist. 9 Emergency Patching '59-1	DL (Maint.)	Jackson-Randolph-Perry	Various routes		Pavement patching		51,730.50
SBI 63	TB-1-I	DL (Maint.)	Kane	Over Fox River in Dundee		Bridge repair		2,415.00
FA 192	10-I	DL (Const.)	Kane-Kendall	US 30 west of Montgomery		Concrete median		3,364.00
SBI 59A, 22	Dist. 1 Grading '59-1	DL (Const.)	Lake	On various routes	6.029	Grading		54,354.00
SBI 173	Dist. 1 Grading '59-2	DL (Maint.)	Lake	On various routes	8.106	Grading	10	76,761.60
SBI 74	B-1-I	DL (Maint.)	LaSalle	On SBI 74 over Vermilion River at Oglesby		Bridge repair		16,471.05
SBI 12	1-B-C-I	DL (Maint.)	Lawrence	On Alt. US 50 near Bridgeport		Bridge repair		9,350.00
SBI 12	1-B-C-I-2	DL (Maint.)	Lawrence	Alt. US 50 over Embarrass River near east edge of Lawrenceville		Bridge repair		7,086.00
FA 13, 149, 160	2-2Q, 7Q, 15Q-3, 107Q-1, 1Q	DL (Const.)	Lawrence-Clay-Marion-Jefferson	On various routes		Bit. seal coat		54,308.50
	Dist. 2 Weigh Station Repairs '59-1	DL (Maint.)	Lee	On US 51 near Compton		Weigh station repair		4,215.40

TABLE 22.—Continued.
PART C.—Continued.

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
SBI 116	112-C-I-2	DL (Maint.)	Livingston	Over Rooks Creek about 4 mi. west of Pontiac		Bridge repair		2,166.73
SBI 116, 8	114, 20-C, 18	DL (Maint.)	Livingston-Iroquois	On Illinois 116, 2.0 mi. east of Saunemin, US 24, 0.2 mi. west of Watseka and on US 24, 0.2 mi. west of Sheldon		3 bridge repairs		4,100.00
FA 5	22XD-2	DL (Const.)	Logan	Frontage roads along US 66 southwest of Lincoln	0.477	Flex. surf. and bit. seal coat	20	25,035.00
FA 5	22XD-3	DL (Const.)	Logan	Frontage roads along US 66 northwest of Lincoln		Flex. surf.	20	14,869.35
SBI 10	13B-I	DL (Maint.)	Macon	On US 36 over Stevens Creek west of Decatur		Bridge repair		3,586.00
SBI 48	125, 126 (Dist. 5 Grading & Drainage '59-1)	DL (Maint.)	Macon-Piatt-DeWitt	On SBI 48 from SBI 121, northeast of Decatur northeast to Macon-Piatt County line thence north to Weldon	20.89	Grading and drainage improvements		70,996.50
SBI 108	107C-I	DL (Maint.)	Macoupin	On SBI 108 over Joe's Creek about 4 mi. east of intersection with US 67		Bridge repair		4,016.50
FA 190	Dist. 8 Seal Coat '59-1	DL (Const.)	Madison	Various frontage roads between US 40 and Hamel	12.90	Bit. seal coat on strengthened flex. surf.	20, 22	9,705.30
FA 140	405Q-1-I	DL (Const.)	Montgomery	Ill. 85 between Hillsboro and Coffeen	5.614	Bit. seal coat	22	9,451.00
SBI 104, 10	127, 128, 128K, 24X (Dist. 6 Bit. Underseal '59-1)	DL (Maint.)	Morgan-Schuyler	On various routes	11.48	Bituminous undersealing		21,475.00
SBI 19	29VB-I	DL (Maint.)	McHenry	On US 14 over C&NW Ry in Harvard		Bridge repair		6,780.30
SBI 20	14X-1	DL (Maint.)	McHenry	Ill. 120 at Fox River Bridge in McHenry	0.056	Sidewalks on retained approaches		3,760.00
FA 5	Dist. 3 Bituminous Seal Coat '59-1	DL (Const.)	McLean	On Bloomington beltline service drives		Bit. seal coat		2,296.00
FA 40, 142	Dist. 4 Mailbox Turnout '59-1	DL (Const.)	Peoria	On various routes		Mailbox turnouts		2,127.00
FA 172	13HB-I	DL (Maint.)	Peoria	On War Memorial Drive between west end of McClugage Bridge and Knoxville Ave.		Pedestrian overpass repair		2,500.00
SBI 8	11BD-I	DL (Const.)	Peoria	Ill. 116 over Kickapoo Creek west of Peoria		Bridge repair		21,141.70
SBI 8 Spur	1-VB-NRS-I	DL (Maint.)	Peoria	½ mi. west of west limit of Peoria		Bridge repair		5,020.00
SBI 100	118BR	DL (Const.)	Pike	Ill. 100 south of Detroit		Culvert		17,973.80
SBI 159, 12	132 BY-1, 1RB-I	DL (Maint.)	Randolph-St. Clair	Ill. 159 near Red Bud and US 50		2 bridge repairs		2,100.00
SBI 13	8A-1	DL (Maint.)	Saline	Ill. 13 in Bankstone Creek near Harrisburg		Obstruction removed		5,967.20
SBI 150	47BY-I	DL (Maint.)	St. Clair	Ill. 43 over Mud Creek about 1.25 mi. north of intersection with Ill. 13		Bridge repair		2,035.00
FA 49	19X-2-I	DL (Maint.)	Sangamon	On relocated US 36 near Riverton	5.10	Shoulder reshaping		3,825.00
SBI 125	SR-1	DL (Const.)	Sangamon	On Ill. 125 and 97 (Winch Road) northwest of Springfield		Twp. road relocation		7,050.52

FA 79	2-I	DL (Const.)	Scott	Ill. 106 about 1¼ mi. south of Alsey	0.149	RC culvert and grading		6,108.12
SBI 128	101FL	DL (Const.)	Shelby	On SBI 128 in Cowden		2 channelizing islands		3,540.00
Various	Dist. 3 Bituminous Undersealing '59-1	DL (Maint.)	Various	On various routes		Bituminous undersealing		37,800.00
Various	Dist. 3 Guardfence Replacement '59-1	DL (Const.)	Various	On various routes	1.24	Guardfence replacement		24,600.00
Various	Dist. 4 Guardrail Reconstruction '59-1	DL (Const.)	Various	On various routes	4.79	Guardrail reconstruction		89,055.90
Various	Dist. 5 Bituminous Undersealing '59-1	DL (Maint.)	Various	On various routes		Bituminous undersealing		105,908.60
Various	Dist. 6 Road Guard '59-1	DL (Const.)	Various	On various routes		Guardrail removed and st. pl. bm. guardrail erected		154,787.00
Various	Dist. 7 Bituminous Undersealing '59-1	DL (Maint.)	Various	On various routes	15.0	Bituminous undersealing		15,000.00
Various	Dist. 8 Guardrail Reconstruction '59-1	DL (Const.)	Various	On various routes		Guardrail reconstruction		122,233.50
Various	State-wide Miscellaneous Repairs '59-1	DL (Maint.)	Various	On various routes		Miscellaneous repairs		10,000.00
SBI 1	Dist. 5 Bit. Underseal '59-2	DL (Maint.)	Vermilion	Ill. 1 from 3 mi. north of Hoopeston to 4½ mi. north of Danville	22.50	Bit. undersealing		47,450.00
SBI 1	Dist. 5 Guardrail Reconstruction '59-1	DL (Const.)	Vermilion	US 150, south of Danville	0.11	Guardrail reconstruction		2,645.00
SBI 10	35RS Dist. 5 Culvert Placement '59-1	DL (Const.)	Vermilion	Near Hoopeston		RC culvert		2,895.00
SBI 1	4-I	DL (Const.)	White	4¼ mi. northeast of Carmi		Special ditch construction		10,687.75
FA 77	87B-1K-I	DL (Const.)	Will	US 66 over Grant Creek at Blodgett		Concrete crib wall constr.		40,997.50
FA 77	Dist. 1 Bit. Surf. Treat. & Seal Coat '59-3	DL (Const.)	Will	US 66 frontage roads	5.689	Seal coat and bituminous surface treatment	20&var.	13,049.54
SBI 7	FXB-I	(a)DL (Const.)	Will	On US 6 over DuPage River and I&M Canal at Channahon		Bridge repair		(a)10,396.40
		(b)DL (Maint.)						(b)20,293.40
SBI 22	14-B-I	DL (Const.)	Will	US 30 over Lily Cache Creek about 1½ mi. southeast of Plainfield		Steel bridge rail replacement		5,046.25
SBI 53	535-B5-I	(a)DL (Const.)	Will	Ill. 7 over Sanitary and Ship Canal in Lockport		Bridge repair		(a)7,013.00
		(b)DL (Maint.)						(b)14,434.55
				Total State day labor contracts awarded by the State (excluding interstate) on primary highways				$1,699,289.17

TABLE 22.—Continued.
PART C.—Concluded.

STATE DAY LABOR CONTRACTS ON SECONDARY ROADS AWARDED BY THE STATE

Route[1]	Section	Class[2]	County	Location	Length in Miles	Type of Work[3]	Width in Feet	Contract Price
Various	Dist. 1 Bituminous Surface Treatment & Seal Coat '59-1	DL (Const.)	Boone-Lake-McHenry	On various routes	25.236	Bit. surf. treat.	2, 3, 6, 10&var.	$ 23,086.56
FAS 799	18B-I	DL (Const.)	Clay	On FAS 799 over Little Wabash River east of Louisville		Bridge repair		10,125.00
SA 046	0505.1-15d-I-2	DL (Maint.)	Cook	At Central and Grand Avenues in Chicago		Viaduct repair		6,830.00
SA 053	2020VE-I	DL (Maint.)	Cook	Kedzie Ave. viaduct at 75th St. over the Belt Railroad of Chicago		Bridge repair		20,153.50
SA 64	3104-SDC-I	DL (Maint.)	Cook	Over Sanitary and Ship Canal at Lemont		Bridge repair		1,870.00
SA 15, 3	Dist. 3 Bituminous Seal Coat '59-2, '59-3	DL (Const.)	Grundy-Livingston	From Alt. US 66 at Gardner to South Wilmington	2	Bit. shldr. const.	10	2,100.00
				From Gardner, south	5	Bit. shldr. const.	10	3,977.00
SA 16	47-Y-I	DL (Const.)	Lake	On entrances to Lake County fairgrounds on west side of US 45, and on passing lane on east side of US 45	0.281	Bituminous surface	12	5,298.00
					0.281	Flexible base	12	14,204.00
SA 3	E-15d-I	DL (Maint.)	Morgan	Over Mauvaise Terre Creek about 1½ mi. east of Jacksonville		Bridge repair		4,905.00
SA 11	11T	DL (Const.)	Sangamon	In the Village of Grandview		Special ditch constr.		12,294.00
	Dist. 6 Drainage System & Parking Area Improvement '59-1	DL (Const.)	Sangamon	On highway building grounds in Springfield		Drainage and parking area improvement		24,259.00
Various	Dist. 1 Bituminous Surface Treatment & Seal Coat '59-1	DL (Const.)	Will-DuPage	On various routes	5.594	Bit. surf. treat.	2@8, 20 &var.	13,831.84
	Rehabilitation	DL (S.B. 275)	Sangamon	Day labor storage building in Springfield		Alterations and repairs		4,500.00
Various	Road Improvements	DL (S.B. 275)	Various	In various State parks		Road improvements		77,949.00

Dist. 3 Main Storage Parking Area Improvements '59-1	DL (S.B. 275)	Ford	District 3 maintenance storage parking area		Flexible base		10,500.00
			Total State day labor contracts awarded by the State on secondary roads				$235,882.90
			Total, Part C				$1,941,573.57
			Total, Parts A, B, and C				$172,132,815.02

RECAPITULATION OF CONTRACTS AWARDED FOR STATE HIGHWAYS IN 1959.

Awarded by	Interstate	Primary Noninterstate	Secondary	Total
State of Illinois				
Regular Part A	$84,341,689.89	$39,521,730.18	$2,152,531.02	$126,015,951.09
Rehabilitation Part B		14,347,226.49	281,481.83	14,628,708.32
Day labor Part C	6,401.50	1,699,289.17	235,882.90	1,941,573.57
Subtotal	$84,348,091.39	$55,568,245.84	$2,669,895.75	$142,586,232.98
County of Cook				
Part A	5,884,081.70	12,956,686.89		18,840,768.59
City of Chicago				
Part A	10,705,813.45			10,705,813.45
Total summarized in this table	$100,937,986.54	$68,524,932.73	$2,669,895.75	$172,132,815.02
Contracts awarded by the State and listed in Table 57, Section XII, which are not summarized above			15,627,383.42	[1]15,627,383.42
Total State highway contracts	$100,937,986.54	$68,524,932.73	$18,297,279.17	$187,760,198.44

[1] The value of contracts awarded by the State which involve Federal-aid secondary funds are listed in Table 57, Local Roads and Streets, of this report. In the table summarized above one project in Piatt County with a contract price of $821,878.97 utilized FAS funds, but is on a primary route. Therefore it was listed in Table 22 as a primary highway project. To avoid duplication in total contracts the amount of this contract is deducted from the total FAS contracts of $16,449,262.29 shown in Table 57 for summarization above.

TABLE 22.—Concluded.

Note: Type of bituminous surface on all projects included in Part B is Subclass I-11.
- a. Converting existing 2-lanes to divided 4-lanes.
- c. Consists only of structures awarded separately from surfacing or pavement widening; includes some culverts or culvert extensions.
- e. Flexible base.
- f. 1959 bituminous surfacing number in district.
- g. Intermittent surfacing; mileage is total length to be improved within location described.
- h. To be financed with Federal-aid secondary funds but included in this tabulation because improvement is on a State (but not Federal) primary route; duplicated in Table 57 of Section XII.
- i. Includes widening.

MEANING OF ABBREVIATIONS AND TERMS USED IN THIS TABLE

[1] SBI .....State Bond Issue
FAI.....Federal-aid Interstate
FA .....Federal-aid Primary
FAS .....Federal-aid Secondary
SA.....State Aid

[2] State.....To be financed entirely with State funds.
FA.....To be financed with regular Federal-aid funds and matching State funds.
FI.....To be financed from Federal-aid primary funds on interstate system.
FU.....To be financed with Federal-aid urban funds and matching State and/or municipal funds.
FG.....To be financed with Federal-aid railroad funds.
FUG.....To be financed with Federal-aid railroad urban funds.
FUS.....To be financed by Federal-aid urban funds on secondary roads.
FUSG.....To be financed by Federal-aid railroad urban funds on secondary roads.
HPS.....To be financed from highway planning survey funds.
Int.....To be financed with Federal-aid funds provided for improving the National System of Interstate Highways and matching State funds.
Int. G.....To be financed from interstate funds for highway-railroad grade separation structures.
SB 275....Improvements to be made under provisions of Senate Bill 275 of 68th General Assembly and to be financed entirely with State funds.
I.....Located on National System of Interstate Highways.
DL.....To be constructed by State day labor forces.
BU.....To be financed with Cook County bond issue urban funds.
BUG.....To be financed with Cook County bond issue and urban grade crossing funds.

[3] PCC.....Portland cement concrete
Pavt.....Pavement
Bit. surf.....Bituminous surface
Shldrs.....Shoulders
Wdg.....Widening
Reconst.....Reconstruction
Ry.....Railway
Impvt.....Improvement
Hwy.....Highway
Excl. fur. of str. st.....Excluding furnishing of structural steel
RR gr. sep. struct.....Railroad grade separation structure
Fur. and fab. str. st.....Furnishing and fabricating structural steel
Bit. surf. treat. on flex. base.Bituminous surface treatment on flexible base

VI. CONSTRUCTION

1. FUNCTIONS AND DUTIES OF THE BUREAU OF CONSTRUCTION.—The Bureau of Construction has general supervision of all State highway contracts from the time the contracts are awarded until the construction work is completed and accepted. General construction policies and uniform practices are developed in cooperation with the district offices through field engineers of the Bureau who inspect active State construction projects at intervals during the construction season. Representatives of the Bureau of Construction serve on the Soils Committee, Detour Committee, Specifications Committee, Foundation Committee, Joint Cooperative Committee, Committee on Reports, Electronic Data Processing Committee, and other committees which deal with problems that concern the Division of Highways.

The Bureau of Construction approves changes in plans involving contract quantities, checks and approves contractors' payment estimates, and audits and approves bills from municipalities, railroads, and utility companies for construction work performed under agreements with the State. Vouchers for Federal-aid reimbursement are prepared in the Bureau and statistical information relative to construction work is compiled. Contractors' prequalification ratings (as to experience and equipment) are computed in the Bureau of Construction. The Bureau operates core drilling equipment which is used to check the thickness of new portland cement concrete pavements and to obtain specimens for testing purposes.

2. CONTRACT AND DAY LABOR WORK COMPLETED IN 1959.—Table 23 summarizes the mileages and quantities of the various types of work completed during 1959. The totals include maintenance contract work which is performed under the general supervision of the Bureau of Construction.

TABLE 23.—CONSTRUCTION COMPLETED DURING 1959.

Type of Construction	Unit	Construction on State Highways							Total
		Federal-aid Interstate			Other Primary			Secondary	
		State	City of Chicago	Cook County	State	City of Chicago	Cook County		
Surfaces:									
PCC pavement	Miles	36.80	0.44	2.27	55.83		6.08	11.98	113.40
PCC pavement widening	Miles				64.71			0.38	[1]65.09
Bituminous concrete widening	Miles				6.07				[1]6.07
Cement aggregate widening	Miles				5.65				[1]5.65
PCC base course (two lanes or more)	Miles				12.06			2.76	[1]14.82
Flexible base course	Miles				1.24				[1]1.24
Cement aggregate base course	Miles				1.91				[1]1.91
Bituminous concrete surface on flexible base	Miles				35.36			4.82	40.18
Bituminous surfacing on rigid pavement:									
Bituminous concrete, subclass I-11	Miles	0.26			426.12			16.81	[2]443.19
Bituminous surfacing and reconstruction of existing gravel or crushed-stone surface:									
Subclass A-1	Miles				14.71			19.95	34.66
Subclass A-3	Miles				8.04			151.05	159.09
Subclass B-3	Miles							11.85	11.85
Subclass B-4	Miles							22.00	22.00
Subclass B-5	Miles				0.60			50.76	51.36
Gravel or crushed-stone base and bituminous surface course:									
Subclass A-1	Miles							12.59	12.59
Subclass A-2	Miles	0.48						2.02	2.50
Subclass A-3	Miles	0.84			4.26			157.28	162.38
Subclass A-3, soil-cement base	Miles							28.84	28.84
Subclass B-3	Miles							10.33	10.33
Subclass B-3, soil-cement base	Miles							14.51	14.51
Subclass B-4	Miles	2.39			1.31			2.21	5.91
Subclass B-4, soil-cement base	Miles				10.33				10.33
Subclass B-5	Miles							0.98	0.98
Gravel or crushed-stone surface:									
Type A	Miles							50.94	50.94
Type B	Miles							96.72	96.72
Gravel base, special	Miles							1.23	1.23
Soil-cement base	Miles							2.35	2.35
Total Surfaces		40.77	0.44	2.27	648.20		6.08	672.36	1,370.12

Intermittent bituminous resurfacing:									
Subclass I-11 (modified)	Sq. Yds.	----------	----------	----------	881,468	----------	----------	94,712	976,180
Grading (separate contracts)	Miles	2.25	----------	----------	0.34	----------	0.58	13.47	16.64
Structures:									
Bridges, new	Number	25	----------	1	42	----------	1	65	134
Bridges, widened	Number	----------	----------	----------	28	----------	----------	1	29
Bridges, repaired	Number	----------	----------	----------	18	----------	----------	2	20
Highway grade separations	Number	68	7	5	12	----------	20	----------	112
Highway grade separations, repaired	Number	----------	----------	----------	3	----------	----------	----------	3
Railroad grade separations	Number	17	----------	1	9	----------	2	2	31
Railroad grade separations, repaired	Number	----------	----------	----------	4	----------	----------	----------	4
Bridges, painted	Number	1	----------	----------	35	----------	----------	5	41

[1] This construction was performed in order to prepare old 18-foot and 20-foot rigid pavements for resurfacing with bituminous concrete.
[2] Includes 10.99 miles of 1½-inch and 2-inch surfacing which is the first stage of two-stage construction.

State highway construction completed in 1959 consisted of 43.48 miles on the interstate system, 654.28 miles on other primary highways, and 672.36 miles of secondary highways. These mileages include work completed by Cook County and the City of Chicago on State highways. Other work consisted of placing 976,180 square yards of intermittent bituminous resurfacing; grading 16.64 miles under separate contract; building 134 new bridges and rehabilitating 49 others; constructing 143 grade separation structures and repairing 7 others; and miscellaneous work. The totals reported above include work performed on expressway contracts awarded by Cook County and City of Chicago.

Disbursements totaling $233,470,742.68 in 1959 for State highway construction as shown in Table 12 include the following amounts:

$ 159,243,514.14	Spent directly for construction work
33,691,884.53	Spent directly for right-of-way
27,632,873.02	Federal funds reimbursed to counties and cities
1,491,094.03	Amount spent which will be repaid by counties and cities
525,084.84	For grade crossing protection on local roads
10,886,292.12	Expended for service on expressway bonds
$ 233,470,742.68	Total construction expenditures

Table 24 shows the status of contracts and day labor projects which were under construction in 1959.

TABLE 24.—CONTRACTS UNDER CONSTRUCTION DURING 1959.

PORTLAND CEMENT CONCRETE PAVEMENT.

STATE CONTRACTS.

Route	Section	County	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
SBI 1, 145	(41X, 101)RS-1	Massac	2@20, Var.	Calhoun County Contracting Corporation	0.11	
SBI 2	48X-1	Macon	2@24, Var.	General Paving Company, Inc.	1.53	
SBI 2	75-Y	Lee	2@22	Ladd Construction Company	0.39	
SBI 2	76-Y	Winnebago	2@24, Var.	Sjostrom Paving Company	0.24	
SBI 2	76-Y-1	Winnebago	24, Var.	Sjostrom Paving Company	1.47	
SBI 3	5	Rock Island	44	Quad-City Construction Company	0.06	
SBI 4	(R, J)R	Macoupin	22	McCann & Company, Inc.	0.51	3.18
SBI 5	19-R	Stephenson	2@24, Var.	Gund-Graham Company, Inc.	1.49	
SBI 5	40-R-1	Winnebago	24, 2@24	Sjostrom Paving Company	1.28	2.53
SBI 6	32-3	Whiteside	40	Quad-City Construction Company		0.85
SBI 7	11-Y	Bureau	24, 38	J. P. Wetherby Construction Company	3.66	
SBI 8	(26)R	Livingston	24	Clark Brothers Company	0.86	2.40
SBI 8	(27, 28)R	McLean	24	Parro Construction Corp. & McMahan Construction Co.	6.58	
SBI 8	(28, 29)R	McLean	24	Clark Brothers Company	6.43	
SBI 42	113R-4	Lake	48, Var.	E. A. Meyer Construction Company		0.49
SBI 48	126-X	Macon	2@24, Var.	McMahan Const. Co., Parro Const. Corp., & G. S. Chastain	0.04	
SBI 70	104	Winnebago	2@22, Var.	Sjostrom Paving Company	0.31	
SBI 74	101R-1	Stephenson	24	R. T. Madden Company	1.70	
SBI 80	123-W & R	Henry-Knox	22	Gunther Construction Company	0.81	
SBI 150	130-BY	Jackson	24	Howell Construction Company	0.08	
SBI 150	138(W, RS)	Alexander	2@24, Var.	R. B. Potashnick & Regenhardt Construction Company	0.23	
SBI 164	15-W	Tazewell	2@23	Jansen & Schaefer, Inc.		0.69
FA 5	BR, BR-H2, BR-H5, BR-H6, BR-H7	Cook	2@24	Orr Construction Company	1.20	
FA 6	2Y-1	Winnebago	2@24	Charles Ind Company		2.67
FA 12 Loop	18	Effingham	2@24, 52, Var.	O'Connor Construction Company		0.32
FA 14	1X-1	Williamson	2@24, Var.	Triangle Construction Company	4.77	
FA 14	1-2	Williamson	22, 24, 2@24	E. T. Simonds Const. Co. & J. D. Barter Const. Co.	0.03	
FA 14	1-3	Williamson	22, 24, 2@24	Triangle Construction Company	1.13	
FA 14	6-Z	Williamson	42	Mitchell Contracting Company	0.84	
FA 14	26-1	St. Clair	2@24	S. J. Groves & Sons Company	2.88	
FA 14	27-1	St. Clair	2@24, Var.	Hoeffken Brothers, Inc.	1.24	

TABLE 24.—Continued.

PORTLAND CEMENT CONCRETE PAVEMENT.—Continued.

STATE CONTRACTS.—Concluded.

Route	Section	County	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
FA 14	28-2	St. Clair	2@24, Var.	S. J. Groves & Sons Company	4.28	
FA 16	8-2	Edwards-Wabash	22	Robert A. Black, Inc.	2.09	
FA 17	50	Coles	2@24, 1@24, 1@22	Huckaba & Sons Construction Company		2.86
FA 17	51-Z	Coles	2@24, Var.	Zimmerly Construction Company		1.90
FA 20	28R-HB	McHenry	22	H. H. Mass Construction Company	0.35	
FA 21, 99	12-R, 125-R	Lake	2@22, 2@24, 24, Var.	Eric Bolander Construction Company	2.46	
FA 29, SBI 30	10-R, 14-R, 14-RS	Henry-Stark	24, Var.	McDougal-Hartmann Company	2.03	2.24
FA 37	12-1(RS)	Franklin	2@24, Var.	Triangle Construction Company	0.06	
FA 49	13-X, 13X-B, 13X-HB	Macon	2@24, Var.	McDougal-Hartmann Company		6.47
FA 61	534X-R, 534X-RB	DuPage	2@24, Var.	Contracting & Material Co. & Kenny Construction Co.		0.99
FA 98	207-0101-2B	Cook	2@24	L. B. Strandberg & Son Company, Inc.	0.11	
FA 132	1	Madison	2@24	Hoeffken Brothers, Inc.	3.45	0.10
FA 188	6	Winnebago	2@24	Charles Ind Company	1.13	0.98
FAI 1(90)	X2-1	Winnebago	2@24, Var.	Charles Ind Company	2.52	
FAI 1(90)	100-0203, 100-HB, SB	Cook-DuPage	2@24	Robert R. Anderson Company	1.13	
FAI 1(90)	3131-201	Cook	2@36, 16, 22, 28, Var.	Palumbo Excavating Company		0.50
FAI 1(90)	3232-202	Cook	2@36	Palumbo Excavating Company		0.51
FAI 1(90)	3232-203	Cook	2@36, 22, 2@22	Peter J. Crowley Company		0.56
FAI 1(90)	3233-211VB	Cook	44, Var.	Robert R. Anderson Company		0.16
FAI 1(90)	3333-204	Cook	2@36, 28, Var.	Rock Road Construction Company		0.54
FAI 1(90)	3333-232.1A	Cook	2@24	Thomas M. Madden Company		0.17
FAI 2(94)	49-1	Lake	2@24, Var.	Eric Bolander Construction Company	1.86	
FAI 2(94)	0303-479	Cook	24, 28, 36, 2@36, 2@48, Var.	The Standard Paving Company		0.40
FAI 2(94)	0505-451	Cook	2@48, 1@24, Var.	W. J. Sheppard & Company	0.34	
FAI 2(94)	0506-450, 0707-439	Cook	24, 2@48, Var.	Contracting & Material Co. & Kenny Construction Co.		0.89
FAI 2(94)	0707-438	Cook	2@48, Var.	Chatham Paving Company		0.44
FAI 2(94)	0708-437, 0808-436	Cook	24, 2@48, Var.	Orr Construction Company		1.32
FAI 2(94)	0809-435, 1010-434	Cook	2@48, 2@72, 24, Var.	Thomas McQueen Company		0.84
FAI 3(55)	22-1, 207-0101	DuPage-Cook	2@36	Gust K. Newberg Construction Co.		3.35
FAI 3(55)	22-2HB-1	DuPage	2@24	E. H. Swenson & Son		0.39
FAI 3(55)	32-1HBK	Grundy-Will	24	E. H. Swenson & Son	0.33	
FAI 4(57)	X1-6S & X1-6SB	Williamson	2@24	Orr Construction Company		0.59
FAI 4(57)	X1-6-1, X1-6B, X1-6B-1	Williamson	2@24	Orr Construction Company		1.78
FAI 4(57)	X1-7	Williamson	2@24	Orr Construction Company		2.34
FAI 4(57), FA 37	X1-7-1, X1-7HB-2 & 113R-1	Williamson	24, 2@24, Var.	Leon B. Stilley Construction Company		3.08

FAI 4(57)	X1-8	Williamson	2@24	R. B. Potashnick & Regenhardt Construction Company		1.46
FAI 4(57)	44-1	Johnson	2@24	R. B. Potashnick & Regenhardt Construction Company		3.92
FAI 4(57)	44-1-1, 91-1	Johnson-Union	2@24	E. T. Simonds Construction Co. & J. D. Barter Const. Co.		4.11
FAI 4(57)	91-2	Union	2@24	S. J. Groves & Sons Company		4.28
FAI 4(57)	91-3-1, 3A-2, 3HB-2, 106-R	Union	14, 24, 2@24, Var.	S. J. Groves & Sons Company	1.38	1.29
FAI 4(57)	91-4	Union	2@24	Leon B. Stilley Construction Company	1.26	
FAI 4(57)	91-4-1	Union	2@24	E. T. Simonds Const. Co. & J. D. Barter Const. Co.		1.25
FAI 5(74)	10, 92-8	Champaign-Vermilion	2@24	The Standard Paving Company	5.78	
FAI 5(74), FA 11	10-6 & 3-X	Champaign	2@24, Var.	General Paving Company, Inc.	3.15	2.66
FAI 5(74)	10-7	Champaign	2@24	General Paving Company, Inc.	0.85	
FAI 5(74)	72-9, 9HB-2, 3, 4	Peoria	2@24, Var.	McDougal-Hartmann Company	0.16	
FAI 5(74)	72-9-1, 9-1HB, 9-1HB-1	Peoria	2@24, Var.	McDougal-Hartmann Company	0.10	0.10
FAI 5(74)	90-11, 101-R	Tazewell	24, 2@24, Var.	Jansen & Schaefer, Inc.	0.60	
FAI 5(74)	92-9	Vermilion	2@24	The Standard Paving Company	5.65	
FAI 5(74), FA 11	92-10, 92-10HB-3 & 36-X	Vermilion	24, 2@24	McCalman Construction Company	0.60	5.06
FAI 6, FAS 1272	32-2HBK & 40	Grundy	22, 2@24	Orr Construction Company	1.25	
FAI 6(80)	32-3	Grundy	2@24, Var.	I. C. O'Connor & Sons, Inc.	4.13	
FAI 6(80)	(32, 47)-4	Grundy-Kendall	2@24	Powers-Thompson Construction Company		7.56
FAI 6(80)	50-4	LaSalle	2@24	J. P. Wetherby Construction Company		2.36
FAI 7(70)	25-3, 25-4	Effingham	2@24	O'Connor Construction Company		6.03
FAI 7(70)	25-3HB-1	Effingham	2@24	O'Connor Construction Company		0.55
FAI 7(70), SBI 11	25-3HB-2, 107-2	Effingham	24, Var.	Culberson Construction Company	0.40	
FAI 7(70)	25-4-1, 25-4ACB	Effingham	2@24	Robert A. Black, Inc.		3.37
FAI 7(70)	60-8	Madison	2@24	Hoeffken Brothers, Inc.	2.43	
FAI 7(70)	60-9, 9HB, 9HB-1, 9-VB	Madison	24, 2@24, Var.	Hoeffken Brothers, Inc.	2.39	
FAI 7(70)	82-1HB	St. Clair	2@24, Var.	Keeley Brothers Contracting Company		0.52
FAI 8(64), FA 13	51-23, 2-2(W, RS)	Lawrence	24, Var.	Parro Construction Corp. & McMahan Construction Company		1.40
FAI 9(90)	42-7.1-2	Cook	2@36	Chatham Paving Company	0.49	
FAS 4	56-R	Lake	2@24, Var.	E. A. Meyer Construction Company	0.04	
FAS 205	130, 130-1	Rock Island	24	Central Engineering Company	2.98	
FAS 328	54-XB	Iroquois	20	Reeves Brothers Construction Company	0.12	
FAS 512	62	Vermilion	22	The Standard Paving Company	2.24	
FAS 512	62-1	Vermilion	22	McCalman Construction Company	0.30	
FAS 542	206	Piatt	20	Parro Construction Corp. & McMahan Construction Company	1.58	
FAS 612	32	Morgan	22	Caldwell Engineering Company		0.67
FAS 762	107	Madison	24, Var.	McCann & Company, Inc.	2.08	
FAS 830	83	Jefferson	22	Robert A. Black, Inc.		1.95
FAS 837	85	St. Clair	24	Keeley Brothers Contracting Company	1.76	
FAS 910	(130, W-15d)W	Williamson	2@24, Var.	Mitchell Contracting Company	0.11	
FAS 1044	92	Winnebago	2@22	Charles Ind Company	0.71	
Senate Bill 275	1	Jackson	20	J. D. Barter Construction Company	0.06	
				Total miles of portland cement concrete pavement—State contracts	104.61	95.07

TABLE 24.—Continued.

PORTLAND CEMENT CONCRETE PAVEMENT.—Concluded.

CITY OF CHICAGO CONTRACTS.

Route	Section	County	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
FAI 2(94)	0101.6-2P	Cook	24, 2@48, Var.	W. J. Sheppard & Company	0.04	
FAI 2(94)	0202.6-1P	Cook	24, 2@48, Var.	W. J. Sheppard & Company	0.17	
FAI 2(94)	0202.6-2P	Cook	2@48, Var.	Robert A. Black, Inc.		0.34
FAI 2(94)	0304.6-1P	Cook	24, 2@48	The Standard Paving Company	0.20	0.48
FAI 2(94)	0404.6-2P	Cook	24, 2@48, Var.	W. J. Sheppard & Company	0.03	0.49
FAI 2(94)	0505.6-1P	Cook	2@48	Rock Road Construction Company		0.31
Total miles of portland cement concrete pavement—City of Chicago contracts					0.44	1.62

COOK COUNTY CONTRACTS.

FA 173	267-1012-15d	Cook	2@36	Robert R. Anderson Company	1.60	
FA 173	267-1214-15d	Cook	2@36	Arcole Midwest Corporation	1.47	
FA 173	267-1415-15d	Cook	2@36	Arcole Midwest Corporation	1.52	
FA 173	267-1517-15d	Cook	2@36	Robert A. Black, Inc.	1.49	
FA 173	267A-0102.5-15d	Cook	2@24	Arcole Midwest Corporation		1.12
FAI 1(90)	062-3030.4-15d	Cook	2@48	Rock Road Construction Company	0.47	
FAI 1(90)	062-3131-15d	Cook	2@36, 2@48	W. J. Sheppard & Company		0.50
FAI 1(90)	062-3334-15d	Cook	2@36	Arcole Midwest Corporation	0.97	
FAI 2(94)	263-0101.2-15d, 267-1010-15d	Cook	2@36	Thomas McQueen Company	0.83	
Total miles of portland cement concrete pavement—Cook County contracts					8.35	1.62
Grand total miles of portland cement concrete pavement					113.40	98.31

PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, FULL-WIDTH PORTLAND CEMENT CONCRETE BASE COURSE, AND FULL-WIDTH FLEXIBLE BASE COURSE.

STATE CONTRACTS.

Route	Section	County	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
SBI 1	39-W	Massac	2@2	Triangle Construction Company		0.87
SBI 1	39W-1, 40-W, BR	Massac	22	Triangle Construction Company		0.77
			2@2			1.22
SBI 2	53W-1, 54-W	DeWitt	Cement aggregate base, 25, Var.	Berry Construction Company	1.91	
			Cement aggregate widen., 2@3.5		5.65	
SBI 3,8	(29 & 4)W	Warren	2@16, 2@9, 2@4, Var.	Monmouth Stone Company	0.50	1.07
SBI 8(Spur)	39-W	Knox	2@9, Var.	Gunther Construction Company		0.91
SBI 10	(A, 33, 37)X	Morgan	2@24	I. D. Lain Company		0.82
			3, Var.			0.35
SBI 15	(16, 17)W	Jefferson-Wayne	24	Robert A. Black, Inc.	2.44	
			6, 2@3, Var.		4.96	
SBI 16	(5, 4)W	Coles	22	Zimmerly Construction Company	0.53	
			4, 2@2, Var.		9.41	
SBI 31	19 Ext.(W)	Fulton	2@7, 5, Var.	D. J. Mahoney Company	0.34	
SBI 51	102-Y-1, 102-XY-1	Cook	24	W. J. Sheppard & Company	1.85	
			2@10, Var.		0.51	
SBI 55	551-Y	Cook	2@14, Var.	Chatham Paving Company	2.00	0.31
SBI 60	B-119-X-Y, B-119-Y	Cook	2@6, Var.	Rock Road Construction Company	4.14	
SBI 80	123-W & R	Henry-Knox	22, 38, Var.	Central Engineering Company	0.67	
			2@2, 6, Var.		2.85	
SBI 80	126W-2	Knox	2@9, Var.	Gunther Construction Company	1.09	
SBI 89	1-W	Bureau	2@Var.	Valley Builders, Inc.	0.49	
SBI 91	(106, 107, 108)W	Knox	22, Var.	Gunther Construction Company	0.35	
			2@2		7.44	
SBI 104	(125, 126)W	Morgan	24, Var.	I. D. Lain Company	0.97	
			2@3		6.89	
SBI 121	(141, 142)W, 143W-1	Piatt-Moultrie-Douglas	1@3, 2@3, 2@12, Var.	General Paving Company, Inc.	13.94	
SBI 150	131-W, 132W-1	Jackson-Union	24	S. J. Groves & Sons Company	1.21	
			6, 2@3, Var.		4.74	
SBI 164	15-W	Tazewell	2@25	Jansen & Schaefer, Inc.		0.05
			2@18, Var.			1.26
FA 4, 190	87 & 47-X	Schuyler	22, 24, Var.	H. H. Mass Construction Company		9.75
FA 6	(L & M)W	Boone	24, Var.	Kenny Construction Company	0.35	
			2@3		4.41	
FA 36	1-X	Adams	24, 2@24, Var.	Hollembeak Construction Company		2.61
FA 36	53, 53-B	Adams	24, 2@24	Quad-City Construction Company		2.41
			2@4			0.32

TABLE 24.—Continued.

PORTLAND CEMENT CONCRETE BASE COURSE WIDENING, FULL-WIDTH PORTLAND CEMENT CONCRETE BASE COURSE, AND FULL-WIDTH FLEXIBLE BASE COURSE—Concluded.

STATE CONTRACTS.—Concluded.

Route	Section	County	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
FA 42	3128-Z-Y	Cook	2@14	The Standard Paving Company	1.00	
FA 121	3239-BXZY	Cook	2@22	Calumet Coal Co., H. G. Goelitz Co., & Municipal Paving Co.	3.09	
FA 177	(39, 41)W	Lake	PCC base course, 24, 40, Var.	Skokie Valley Asphalt Company, Inc.	0.60	
			Flex. base course, 2@12 24, 40		1.24	
			Bit. conc. widen., 2@3.2, Var.		6.07	
FAS 540	8W-1, (9, 10)W	Piatt	22	H. H. Mass Construction Co. & Macon County Asphalt Co.		0.28
			2@2, 1@4			9.09
FAS 910	(130, W-15d)W	Williamson	24	Mitchell Contracting Company	2.76	
			2@3		0.38	
				Total—PCC base course (two lanes or more)	14.82	16.69
				Total—Flexible base course	1.24	0.00
				Total—Cement aggregate base course	1.91	0.00
				Total—PCC widening	65.09	15.40
				Total—Bituminous concrete widening	6.07	0.00
				Total—Cement aggregate widening	5.65	0.00
				Total miles all base course	94.78	32.09

BITUMINOUS CONCRETE SURFACE ON GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE.

STATE CONTRACTS.

Route	Section	County	Type	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
SBI 2	63-R & 63-RS	McLean-Woodford	I-11 on flexible base	24, Var.	Eaton Asphalt Company, Inc.		2.29
SBI 2	63, 64(W, RS)	Woodford	I-11 on flexible base	24, 42, Var.	Payne & Dolan, Inc.	0.22	

SBI 9	5 & 6(W, RS)	Tazewell-Woodford	I-11 on flexible base	22	R. A. Cullinan & Son, Inc.	0.56	
SBI 24	B, C, D(W, RS)	Sangamon-Menard	I-11 on flexible base	22, 24	Sankey Brothers, Inc.	5.53	
SBI 24	D, E(W, RS)	Menard	I-11 on flexible base	22, 40, Var.	Sankey Brothers, Inc.	5.00	
SBI 24	G, P, C(W, RS)	Mason	I-11 on flexible base	22	Ninora Construction Company		5.42
SBI 146, 150	101, 102(W-1, RS-1)	Alexander-Union	I-11 on flexible base	24, Var.	Gilmore Asphalt Products, Inc.	1.50	
SBI 146, 150	101, 133(W, RS)	Alexander	I-11 on flexible base	24	Gilmore Asphalt Products, Inc.	1.20	
FA 4	202-2	Madison	I-11 on flexible base	24, 2@24	Maclair Asphalt Company, Inc.	2.66	
FA 156	482	Clinton	I-11 on flexible base	22	Marion County Construction Co. & Henry County Const. Co.	3.80	
FA 166	(16, 17)R	Montgomery	I-11 on flexible base	22	Gem Contracting & Paving, Inc.	14.89	
FAS 598, 602 Ext.	6-CS & 6-CS, RS	Pike	I-11 on flexible base	40, Var.	Hollembeak Construction Company	0.40	
FAS 841	225-Q	St. Clair	I-11 on flexible base	22	Bituminous Fuel & Oil Company	4.42	
FAS 841	228-Q	St. Clair	I-11 on flexible base	22	Payne & Dolan, Inc.		5.72
FAS 919	10-Q	Jackson	I-11 on waterbound macadam base	22	Dale Denny Constuction Company		3.88
FAS 1552	704-LB	Macon	I-11 on flexible base	22	States Improvement Company, Inc.		0.35
					Total miles of Subclass I-11 on flexible and soil-cement base	40.18	17.66

BITUMINOUS SURFACING OF RIGID-TYPE PAVEMENTS.

STATE CONTRACTS.

Route	Section	County	Sub-class	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
SBI 1	1-NRM-2 & 4-RS	Cook	I-11	2@33, Var.	Midwest Construction Company	1.06	
SBI 1, 116	(4, C-1, 3)R(W, RS)	Iroquois	I-11	22	Powers-Thompson Construction Company		[6]8.23
SBI 1	(12Z, 12, 13)RS	Wabash-Lawrence	I-11	24, 42, Var.	Jefferson Asphalt Company	2.89	
SBI 1	21NRH & 21XNRH(W, RS)	Crawford	I-11	24	Ralph Rogers & Company, Inc.	[2]4.21	
SBI 1	33-RS, (34, 43X) RS-1	Saline-Williamson	I-11	24, Var.	Maclair Asphalt Company, Inc.	7.60	
SBI 1	34(W-2, RS-3), 35, 36(W, RS)	Johnson	I-11	24	Triangle Construction Company	[2]8.06	
SBI 1	39RS-5, 40RS-6	Massac	I-11	22	Johnston Roadbuilders, Inc. & Starr Engineering Company		8.45
SBI 1, 145	(41-X, 101)RS-1	Massac	I-11	2@29, Var.	Calhoun County Contracting Corp.		[5]1.17
SBI 1, 49, 51	1959-12RS	Cook	I-11	22, 40, Var.	Gallagher Asphalt Corp.	10.67	

TABLE 24.—Continued.

BITUMINOUS SURFACING OF RIGID-TYPE PAVEMENTS—Continued.

STATE CONTRACTS.—Continued.

Route	Section	County	Sub-class	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
SBI 2	4RS-3	Perry	I-11	2@24, 2@31, Var.	Bituminous Fuel & Oil Company & Franklin Asphalt Company		[2]0.89
SBI 2	(18, 18X)RS	Alexander	I-11	28, Var.	Johnston Roadbuilders, Inc. & Marion County Construction Co.	1.02	
SBI 2	25, 26, 27, 28(W, RS), 25-2, 26-2, 27-2, 28-2, 26-RS, 28-RS	Marion	I-11	18, 24	E. T. Simonds Construction Co. & J. D. Barter Construction Co.		[6]13.38
SBI 2	29Z(W, RS)	Marion	I-11	42, Var.	G. E. Tillman Company, Inc.	[6]4.71	
SBI 2	53RS-1, 54-RS	DeWitt	I-11	24, 28, Var.	Berenz & Son Asphalt Company	3.50	4.08
SBI 2	63-R & 63-RS	McLean-Woodford	I-11	18, 24, Var.	Eaton Asphalt Company, Inc.	[4]1.56	[4]0.09
SBI 2	75-Y	Lee	I-11	2@22	Ladd Construction Company	[6]0.19	
SBI 3 & 8	(29 & 4)RS	Warren	I-11	2@31, 42, Var.	Gunther Construction Company		1.56
SBI 3	48, 49Z, 62(W, RS)	Greene	I-11	24, 38	Sangamo Construction Company		[2]5.80
SBI 4	(R, J)R	Macoupin	I-11	22	McCann & Company, Inc.		[6]1.25
SBI 5	40-R	Winnebago	I-11	24, 2@24, Var.	Sjostrom Paving Company	[6]2.88	
SBI 7, FAS 1355	GB-1	LaSalle	I-11	22	J. P. Wetherby Construction Company	[6]1.09	
SBI 8	(28, 29)R	McLean	I-11	24	Clark Brothers Company	[2]0.37	
SBI 8 Spur	39-RS	Knox	I-11	2@24	Gunther Construction Company		0.91
SBI 9	5 & 6(W, RS)	Tazewell-Woodford	I-11	22	R. A. Cullinan & Son, Inc.	[4]3.38	
SBI 10	(A, 33, 37)RS	Morgan	I-11	2@24, Var.	Sankey Brothers, Inc.		1.18
SBI 15	(14X, 15, 16, 17, 17Z)RS	Jefferson-Wayne	I-11	18, 24, 40, Var.	Jefferson Asphalt Company	[2]10.18	[2]7.50
SBI 15	17-W, RS, 17B-2, 17-BY	Wayne	I-11	22	Mautz & Oren, Inc.	[6]0.63	
SBI 15	(17, 18, 19, 20)RS	Wayne	I-11	22	Jefferson Asphalt Company	9.01	
SBI 15, 149	24-2(24-Z, 104-Z, W, RS)	Wayne	I-11	42, Var.	Robert A. Black, Inc.	[6]2.89	
SBI 16	(5, 4)RS	Coles	I-11	22, Var.	Howell Asphalt Company	10.45	
SBI 18	18-NRM-4, NRM-6(W, RS)	Cook	I-11	2@29, Var.	Arcole Midwest Corporation	[2]1.48	
SBI 20	G-RS-1, 16-RS-2	Lake	I-11	18, 20	Peter Baker & Son Company	8.98	
SBI 21 Ext.	6A-Ext.RS	Lake	I-11	30, 40, 42, 54, Var.	Peter Baker & Son Company	1.20	
SBI 25	6-2	Clay	I-11	24, Var.	C. J. Moritz, Inc.	[6]0.31	
SBI 25	19-BR	Coles	I-11	24	A. J. Walker Construction Company	0.26	
SBI 27	1-Y	Carroll	I-11	40, Var.	Quad-City Construction Company	[2]0.22	

SBI 31	19 Ext. (RS)	Fulton	I-11	42, Var.	Coggeshall Construction Company	0.68	
SBI 40	5-Y	Carroll	I-11	2@3	J. P. Hollerich Company		[2]0.45
SBI 40	10-Y	JoDaviess	I-11	24, 27, 50, Var.	Gund-Graham Company, Inc.	[6]0.47	[6]0.30
SBI 42	(112X-Ext.)RS	Lake	I-11	26.8	Peter Baker & Son Company		1.72
SBI 42	114X-RS	Cook	I-11	40	Monarch Asphalt Company, Inc.		0.36
SBI 47	123, 123X, 124(W, RS)	Livingston	I-11	24, Var.	Giertz-Melahn Asphalt Company, Inc.	[2]9.08	
SBI 47	124, 125, 126(W, RS)	Livingston-Ford	I-11	24	Rock Road Construction Company	[2]16.22	
SBI 48	135, 136, 137(W, RS)	Montgomery-Christian	I-11	24	The Barber Paving Company, Inc.	[2]16.48	
SBI 51	102-Y-1RS, 102-XY-1RS	Cook	I-11	2@24, 40, Var.	Midwest Construction Company	2.36	
SBI 54	541-Y-4	Cook	I-11	52, Var.	The J-P Construction Company	[2]2.08	
SBI 54	543(W, RS-1)	DuPage	I-11	2@24	Black Top Roads Company	[2]1.53	
SBI 54	545-1	Cook	I-11	24, 40	Krug Excavating Company		[5]0.37
SBI 55	551-Y-RS	Cook	I-11	2@24, Var.	Seneca Petroleum Company, Inc.		2.36
SBI 55	551-Y-1, 551-Y-1-RS	Cook	I-11	2@24, Var.	Allied Asphalt Paving Company	[2]1.62	
SBI 59	112, 112S, 113(W, RS-1)	DuPage	I-11	24, 40	Arrow Road Construction Company	[2]2.62	
SBI 60	(B-119-X-Y, B-119-Y)RS	Cook	I-11	2@24, Var.	Rock Road Construction Company	4.15	
SBI 60	120-Y-R	Cook	I-11	2@24	Arcole Midwest Corporation	[5]0.87	
SBI 62	62-6-RS	Cook	I-11	40, Var.	Arcole Midwest Corporation	0.91	
SBI 70	105R-RS	Winnebago	I-11	2@24.5	Rockford Black Top Construction Company	1.36	
SBI 73	106-Y	Stephenson	I-11	36, 40, Var.	Rockford Black Top Construction Company	[2]0.73	
SBI 73	107-Y	Stephenson	I-11	36, Var.	Rockford Black Top Construction Company	[2-3]0.92	
SBI 74	101R-1	Stephenson	I-11	40, Var.	R. T. Madden Company		[2]0.20
SBI 78	104-Y	JoDaviess	I-11	36	Gund-Graham Company, Inc.	[2-3]0.87	
SBI 80	104-BY, 104-BY-1	Carroll	I-11	24	Shappert Engineering Company	0.14	0.04
SBI 80	104(W, RS)	JoDaviess-Carroll	I-11	21, 24, Var.	Rock Road Construction Company	[2]11.15	
SBI 80	123-RS	Henry	I-11	22, 38, Var.	Central Engineering Company	3.52	
SBI 80	126RS-1	Knox	I-11	52, Var.	Gunther Construction Company		1.09
SBI 81	103RS-1	Henry	I-11	18, Var.	J. P. Hollerich Company	9.34	
SBI 82	129-BY	Henry	I-11	24	Sweborg Construction Company		0.06
SBI 89	1-RS	Bureau	I-11	42, Var.	J. P. Hollerich Company	0.49	
SBI 91	(106, 107, 108)RS	Knox	I-11	22, 24, Var.	Gunther Construction Company	8.91	
SBI 92	135B-1	Bureau	I-11	24	Ladd Construction Company	0.34	
SBI 100	117(W, RS)	Scott	I-11	22, Var.	Coggeshall Construction Company	[2]6.75	
SBI 104	(125, 126)RS	Morgan	I-11	24	Sankey Brothers, Inc.		7.86
SBI 104	140, 141(W, RS)	Sangamon	I-11	22	George H. Hartong, Inc.	[2]6.66	
SBI 116	104, 106, 107(W, RS)	Woodford	I-11	24, 38, 42	R. A. Cullinan & Son, Inc.	[6]2.72	[6]5.50
SBI 119	113-R	Champaign	I-11	2@24, Var.	General Paving Company, Inc.		[5]1.91
SBI 119	113, 114(W, RS)	Champaign-Vermilion	I-11	24, Var.	Champaign Asphalt Company	[2]10.08	
SBI 119	113, 114(W, RS)-1	Champaign-Vermilion	I-11	24	General Paving Company, Inc.	[6]2.14	
SBI 121	134, 135(W, RS)	Logan-Macon	I-11	24	Ninora Construction Company	[2]4.82	
SBI 121	(141, 142)RS, 143RS-1	Piatt-Moultrie-Douglas	I-11	24, Var.	Huckaba & Sons Const. Co. & A. J. Walker Const. Co.	13.94	
SBI 121	145-BR	Douglas	I-11	24	O'Neil Brothers	[2]0.53	
SBI 121	145-BY	Douglas	I-11	24	A. J. Walker Construction Company	[2]0.37	
SBI 121	145, 146(W, RS-1), 147(W-1, RS-3)	Douglas-Edgar	I-11	24, Var.	Parro Construction Corp. & McMahan Illinois Corporation	[2]16.75	
SBI 121	(145, 146(W, RS-1), 147(W-1, RS-3))-1	Douglas-Edgar	I-11	24, Var.	Parro Construction Corp. & McMahan Illinois Corporation	[2]0.45	

TABLE 24.—Continued.

BITUMINOUS SURFACING OF RIGID-TYPE PAVEMENTS—Concluded.

STATE CONTRACTS.—Concluded.

Route	Section	County	Sub-class	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
SBI 121	147(W, RS-2), 148(W, RS-1), 149(W-1, RS-2)	Douglas-Edgar	I-11	24, Var.	Danville Construction Company	[2]13.67	
SBI 121	(147(W, RS-2), 148(W, RS-1), 149(W-1, RS-2))-1	Douglas-Edgar	I-11	24, Var.	Moss Construction Company		[2]0.68
SBI 125	105, 106(W, RS)	Cass-Sangamon	I-11	24	P. H. Broughton & Sons	[2]6.05	
SBI 127	102(W, RS)	Washington	I-11	24, Var.	Bituminous Fuel & Oil Company	[2]5.40	
SBI 127	(107, 108)R	Bond	I-11	24	Litchfield Bituminous Corporation	[5]1.09	
SBI 130	121, 122, 123(W, RS)	Jasper-Richland	I-11	24, Var.	Howell Asphalt Company	[2]16.96	
SBI 130	124, 125, 126(W, RS)	Richland-Edwards	I-11	24	Bridges Paving Company	[2]12.10	
SBI 131	111-BR	Cumberland	I-11	22	A. J. Walker Construction Company		[6]0.60
SBI 146, 150	101, 102(W-1, RS-1)	Alexander-Union	I-11	24, Var.	Gilmore Asphalt Products, Inc.	[4]5.05	
SBI 146, 150	101, 133(W, RS)	Alexander	I-11	24	Gilmore Asphalt Products, Inc.	[3-4-5]2.41	
SBI 147	116(W, RS)	Johnson-Pulaski	I-11	24	Stephens Ready-Mix Concrete Company	[2]1.45	
SBI 147	120, 121(W-1, RS-2), 122(W, RS)	Pulaski	I-11	20, 24, Var.	Marion County Const. Co. & Henry County Const. Co.	[2]4.63	
SBI 150	131-RS, 132RS-1	Jackson-Union	I-11	24, Var.	Gilmore Asphalt Products, Inc.		5.95
SBI 150	138(W, RS)	Alexander	I-11	2@24, Var.	R. B. Potashnick & Regenhardt Construction Company	[5]0.80	
SBI 154	108, 108X(W, RS)	Perry	I-11	24	Bituminous Fuel & Oil Company	[2]5.89	
SBI 164	15-RS	Tazewell	I-11	2@23	Seneca Petroleum Company, Inc.		1.30
FA 2, SBI 11	22-2Z, 23Z(W, RS), OZ(RS)	Fayette	I-11	44, Var.	Mautz & Oren, Inc.		[5]0.83
FA 4	17-Y	Rock Island	I-11	2@24.8	Central Engineering Company	[2]1.68	
FA 4, 190	87-RS & 47X-RS	Schuyler	I-11	22, 24, Var.	Sankey Brothers, Inc.		9.70
FA 5	103	Sangamon	I-11	52, Var.	Sankey Brothers, Inc.		[2]0.64
FA 6	(L & M)RS	Boone	I-11	24, Var.	Suburban Oil Company	4.76	
FA 6	(M-Ext.)RS	Boone	I-11	2@30.5	Rockford Black Top Construction Company	0.52	
FA 6	2Y-1	Winnebago	I-11	2@24	Charles Ind Company		[2]0.31
FA 10	(27, 42, 43)RS	Fulton	I-11	24, Var.	Coggeshall Construction Company	4.45	
FA 13	33-1BR	St. Clair	I-11	24	Keeley Brothers Contracting Company	[5]0.23	
FA 13	33-1(W, RS)	St. Clair	I-11	24	Keeley Brothers Contracting Company	[2]1.79	
FA 14	(28-1, 29-1)RS-1	St. Clair	I-11	24, 2@24, 2@26, Var.	Bituminous Fuel & Oil Company	3.66	
FA 20, SBI 19, 62	1959-10RS	Cook	I-11	20, 40, 58, Var.	Arcole Midwest Corporation	8.81	
FA 24	3BR-1	LaSalle	I-11	24	J. P. Wetherby Construction Company		[5]0.43
FA 24	28(W, RS)	DeKalb	I-11	2@24	E. M. Melahn Construction Company		[2]0.65
FA 29, SBI 30	10-R, 14-R, 14-RS	Henry-Stark	I-11	24	McDougal-Hartmann Company		[2]2.26
FA 35	6-1	Hardin	I-11	24, 42, Var.	Calhoun County Contracting Corp.	[5]0.33	

FA 36	1X-RS	Adams	I-11	24, 2@24, Var.	Coggeshall Construction Company		2.61
FA 37	12-1(RS)	Franklin	I-11	24, 44, 54, Var.	Triangle Construction Company	[5]1.15	
FA 42	3128-Z-Y-RS	Cook	I-11	2@24, Var.	Midwest Construction Company	1.01	
FA 42, SBI 7, 18, 50, 64	1959-11RS	Cook	I-11	20, 40, Var.	Crowley-Sheppard Asphalt Company	9.03	
FA 49	13Z-1	Macon	I-11	64	Lewis Shaw	[2]0.60	
FA 49	19X-2-1, 19X-2-1RS	Sangamon	I-11	17, 22, Var.	Sangamo Construction Company	[5]0.18	
FA 98	1959-2RS	Cook	I-11	36, Var.	The American Asphalt Paving Company	0.79	
FA 121	3239-BXZY-RS	Cook	I-11	2@40, Var.	Arcole Midwest Corporation		3.09
FA 128	1, 2(W, RS)	Clinton-Washington	I-11	24	Arrow Road Construction Company	[2]6.37	
FA 128	130, 1, 1-X(W, RS)	Clinton	I-11	24	Arrow Road Construction Company	[2]4.70	
FA 141	111, 112, 113(W, RS)	Whiteside-Lee	I-11	24, Var.	Rein & Schultz, Inc.	[2]17.91	
FA 150	5, 7(W, RS)	Clinton	I-11	24	Arrow Road Construction Company	[2]9.86	
FA 177	(39, 41)RS	Lake	I-11	24, Var.	Skokie Valley Asphalt Company, Inc.	7.87	
FA 188	3	Winnebago	I-11	2@24	Charles Ind Company	[6]1.91	
FAI 2(94)	0808-511HB	Cook	I-11	50, Var.	W. E. O'Neil Construction Company	0.15	
FAI 7(70)	25-3HB-2, 107-2	Effingham	I-11	24, Var.	Culberson Construction Company	[2]0.11	
FAI 7(70), FA 70	60-7HB, 117-I	Madison	I-11	24, Var.	Hoeffken Brothers, Inc.		[5]0.74
FAS 220	22, 23(W, RS)	Mercer	I-11	22	Central Engineering Company	[2]6.56	
FAS 409	118(W-1, RS-1)	Henderson-Warren	I-11	22, 24, Var.	George H. Hartong, Inc.	[6]6.06	
FAS 520	277-K	Champaign	I-11	2@24, Var.	Parro Construction Corp. & McMahan Illinois Corporation	[5]0.14	
FAS 529	36Q-1	Champaign	I-11	20	Champaign Asphalt Company		2.51
FAS 540	8RS-1, (9, 10)RS	Piatt	I-11	22, Var.	Macon County Asphalt Company		10.94
FAS 659	100-Q	Douglas-Moultrie	I-11	38	Coles Asphalt Co., Inc. & Tuscola Builders Supply Co.	[2]0.90	
FAS 762	107	Madison	I-11	2@24	McCann & Company, Inc.		[6]1.21
FAS 910	(130, W-15d)RS-1	Williamson	I-11	22, 24, Var.	Maclair Asphalt Company, Inc.	3.15	
Dist. 3	Bit. Patch. & Resurf. 1959-3	LaSalle	I-11	40, Var.	J. P. Wetherby Construction Company	0.42	
Dist. 3	Bit. Resurf. 1959-4	McLean	I-11	18	Eaton Asphalt Company, Inc.	[1]0.86	
Dist. 9	Bit. Seal Coat 1959-1	Alexander-Jackson-Johnson-Pope-Randolph-Saline-Union Williamson	I-11	18, 20, 22, 38	Franklin Asphalt Company	[1]0.88	
					Total miles of bituminous surfacing of rigid-type pavements	443.19	121.16

[1] Nonstandard surfacing which is the first stage of two-stage construction.
[2] Contract includes widening of existing portland cement pavement with portland cement concrete base course.
[3] Contract includes widening of existing portland cement pavement with flexible base course.
[4] Contract includes widening of existing portland cement pavement with bituminous concrete base course.
[5] Contract includes construction of full-width portland cement concrete base course.
[6] Contract includes construction of full-width portland cement concrete base course and widening of existing portland cement concrete pavement prior to resurfacing.

TABLE 24.—Continued.
GRAVEL SURFACES.
STATE CONTRACTS.

Route	Section	County	Type	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
FAS 39	20-B	Boone	A	22	Shappert Engineering Company	0.20	
FAS 70	69-B	JoDaviess	B	22	Savanna Construction Company	0.31	
FAS 78	19-1G	Carroll	B	20	Rein & Dahl, Inc.	1.63	
FAS 201	30-SC	Henry	Soil-cement Base	22	McCarthy Improvement Company	2.35	
FAS 230	40-G	Henry	B	22	Swords & Dietz	6.17	
FAS 230	43-G	Henry	B	22	Swords & Dietz		6.97
FAS 265	SB	LaSalle	B	20	H. H. Mass Construction Company	0.29	
FAS 278	26-G	Kendall	B	22	Davis Construction Company	1.67	
FAS 281	24-G	Kendall	B	22	Charles O'Brien & Son	2.55	
FAS 287	39G-1	Grundy	B	22	Knapp Brothers Construction Company	1.80	0.81
FAS 294	137-G	Will	B	22	Trygg Paving Company, Inc.		1.70
FAS 300	23-G	Kendall	B	22	Charles O'Brien & Son	2.01	
FAS 314	112-G	Kankakee	A	20	Azzarelli Construction Company		2.37
FAS 323	210-G	Iroquois	A	2@6	Mason & Meents Construction Company	3.75	
FAS 323	211-G	Iroquois	A	2@6	Devine Construction Company	2.50	
FAS 324	209-G	Iroquois	A	2@6, 22	Reeves Brothers Construction Company	1.49	
FAS 324	212-G	Iroquois	A	2@6	D. E. Lynch Construction Company	5.16	
FAS 326	207-G	Iroquois	A	2@6	J. P. Hollerich Company	2.06	
FAS 332, 353	28-G	Ford	B	20	Zorn, Inc.	7.94	
FAS 340	8G-1	Ford	B	22	Rowe Construction Company	1.99	
FAS 348	131-G	Livingston	A	21	Mason & Meents Construction Company	5.11	
FAS 348	138-G	Livingston	A	21	Livingston County Construction Company	2.88	
FAS 353	109G-1	Livingston	A	21	Howard W. Arnold	6.86	
FAS 353	162-G	Livingston	A	21	Howard W. Arnold	3.01	
FAS 388	44-RG	Peoria	B	22	Swords & Dietz	2.79	
FAS 394	14-G	Knox	A	22	Gunther Construction Company		2.34
FAS 428	24-2G	Hancock	B	22	Princeville Stone Company & Hampton Bridge & Concrete Co.	0.95	
FAS 431	30-1G	Hancock	B	22	Hampton Bridge & Concrete Co. & Princeville Stone Company		1.54
FAS 457	55-G	Fulton	B	20	Sangamo Construction Company	3.85	
FAS 470	39-G	Tazewell	B	24	R. A. Cullinan & Son, Inc.	5.87	
FAS 487	90-G	McLean	B	21	Rowe Construction Company	4.90	
FAS 559	31-5G	Logan	B	22	R. A. Cullinan & Son, Inc.	1.54	
FAS 584	27-G	Brown	B	18	Hollembeak Construction Company	0.76	
FAS 596	21-1G	Pike	B	18	County Day Labor		0.98
FAS 597	27-G	Pike	B	18	County Day Labor		5.53
FAS 605	6-B	Scott	B	20	Caldwell Engineering Company		0.28
FAS 668	13-1B	Coles	B	18	Ben Harrison & Sons	0.61	
FAS 678	30-B	Edgar	B	18	Ben Harrison & Sons	0.22	

FAS 685	31-B	Edgar	B	18	The Standard Paving Company	0.53	
FAS 706	40-B	Wayne	B	18	G. H. Allen	0.78	
FAS 728, 725	40-G	Montgomery	A	22	Litchfield Bituminous Corporation		2.34
FAS 729	30-G & 43-G	Bond-Montgomery	A	20	Staunton Concrete Co. & Macoupin County Construction Co.	1.98	
FAS 749	23-G	Jersey	B	18	General Contracting Company	2.99	
FAS 781	31-G	Bond	A	20	Bituminous Fuel & Oil Company	2.43	
FAS 783	29-G	Bond	A	20	Bituminous Fuel & Oil Company	2.50	
FAS 788	26-G	Clinton	B	22	Bituminous Fuel & Oil Company	2.10	1.03
FAS 795	42-G	Wayne	B	18	C. H Rumburg Excavating	3.12	
FAS 795	50-G	Wayne	B	18	C. H. Rumburg Excavating		3.13
FAS 796	26-B	Clay	B	18	Davis & Endebrock	1.22	
FAS 826	82-G	Jefferson	B	22	Bituminous Fuel & Oil Company	5.45	
FAS 885	18-G	White	B	18	Bob F. Lane Construction		1.66
FAS 900	65-G	Saline	B	18	Beecher Williams Construction Company		3.92
FAS 923	39-G	Union	B	20	Dale Denny Construction Company	0.58	
FAS 935	22-G	Hardin	B	18	J. D. Barter Construction Company	2.47	
FAS 1013	141-G	Lake	B	24	Eric Bolander Construction Company	1.01	
FAS 1030	17-B	Boone	A	22	Shappert Engineering Company	0.30	
FAS 1074	49-G	Ogle	B	22	Rockford Black Top Construction Company	3.93	
FAS 1110	176-G	Kane	Gravel base, special	22	E. M. Melahn Construction Company	1.23	
FAS 1147, 1153	160-G	DuPage	A	22	Charles M. Woods, Inc.	1.50	
FAS 1153	161-G	DuPage	A	22	Charles Lenz & Sons, Inc.	2.21	
FAS 1228	44-G	Henry	B	22	Princeville Stone Company		3.12
FAS 1252	4-1G	Putnam	B	20	J. W. Ossola Company, Inc.	2.02	
FAS 1271	73-G	LaSalle	B	20	J. P. Hollerich Company		1.48
FAS 1322	128-G	Livingston	A	21	Mason & Meents Construction Company	2.99	
FAS 1349	31-G	Ford	B	22	Howard W. Arnold		3.02
FAS 1349	35-G	Ford	B	22	Zorn, Inc.	4.02	
FAS 1358	17-G	Woodford	B	22	Wood-Mar Construction Company	1.28	
FAS 1358	43-G	Woodford	B	22	Wood-Mar Construction Company	0.99	
FAS 1359	13-XG	Woodford	B	22	R. A. Cullinan & Son, Inc.	2.16	
FAS 1387	109-1G	Peoria	B	22	Swords & Dietz		3.49
FAS 1460	52-G	Fulton	B	20	Jansen & Schaefer, Inc.		4.93
FAS 1467	37-G	Tazewell	A	24	Jansen & Schaefer, Inc.	4.01	
FAS 1480	30-G	McLean	B	21	Rowe Construction Company	2.73	
FAS 1582	25-G	Brown	B	18	County Day Labor	2.37	
FAS 1582	26-G	Brown	B	18	County Day Labor		3.30
FAS 1583	28-G	Brown	B	18	Hollembeak Construction Company	2.74	
FAS 1744	41-G	Montgomery	A	22	Litchfield Bituminous Corporation		2.73
FAS 1784	27-G	Clinton	A	12, 22	Goodwin-McElroy, Inc.		0.50
FAS 1888	23-G	Gallatin	B	18	Beecher Williams Construction Company	0.81	
FAS 1925	38-G	Union	B	22	Dale Denny Construction Company	3.30	
FAS 2004	140-G	Lake	B	24	Lakeland Construction Company, Inc.	2.27	
					Total—Type A	50.94	10.28
					Total—Type B	96.72	46.89
					Total—Gravel base, special	1.23	0.06
					Total—Soil-cement base	2.35	0.00
					Total miles of gravel surfaces	151.24	57.17

TABLE 24.—Continued.

GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE AND BITUMINOUS SURFACE COURSE.

STATE CONTRACTS.

Route	Section	County	Type or Subclass	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
SBI 17	3-I	LaSalle	A-3	24	Cephas Williams Company		0.23
FA 38	18RS-1	Brown-Pike	A-3	22	Coggeshall Construction Company		4.65
FA 77 Spur	90R-I	Will	B-4	20	Johnston Roadbuilders, Inc.	1.31	
FA 155	19-Q	Scott-Greene	A-3	22	Freesen Brothers, Inc. & Thomas' Quarry		3.12
FA 155	432-B	Greene-Jersey	A-3	22	McCann & Company, Inc.	0.33	
FA 155	501-G	Greene	A-3	22	McCann & Company, Inc.	3.93	
FA 162	(6 & 12)Q-5	Henderson	B-4 on soil-cement	22	The Barber Paving Co., Inc. & Henry County Const. Co.	10.33	
FAI 1(90)	X2-1	Winnebago	B-4	18, 22	Charles Ind Company	1.14	
FAI 3(55)	99-1HB-1, 99-1HB-3	Will	A-2	20	E. H. Swenson & Son	0.48	
FAI 3(55)	99-1HB-4	Will	B-4	20	Powers-Thompson Construction Company	0.49	
FAI 3(55), FAS 301	99-2HBK, 69-B	Will	B-4	20	E. H. Swenson & Son	0.34	
FAI 4(57)	46-3HB	Kankakee	A-3	20	Azzarelli Construction Company	0.84	
FAI 6(80)	32-2HB-1	Grundy	B-4	22	J. C. O'Connor & Sons, Inc.	0.42	
FAS 57	20B-1	Ogle	B-4	20	Belvidere Construction Company	0.05	
FAS 61	45-Q	Stephenson	B-5	20, 22, 37, Var.	Thronson Construction Company, Inc.		4.88
FAS 78	19-2Q	Carroll	A-3	20	Ogle Construction Company	1.60	5.40
FAS 80	70-Q & 72-Q	JoDaviess	B-3	20	Rein & Dahl, Inc.	5.35	
FAS 177	81-Q	Lee	A-3	20	Raymond C. Hoffman	1.19	
FAS 194	2-2-1Q	Whiteside	A-3	22	Rein & Schultz, Inc.	4.92	
FAS 200	22-Q	Whiteside	A-3	20	Rein & Schultz, Inc.	2.34	
FAS 204	24-G	Whiteside	A-1	22	Rein & Schultz, Inc.	2.97	2.00
FAS 208	26-B	Stark	A-3	20	Princeville Stone Company & Hampton Bridge & Concrete Co.	0.18	
FAS 217	24-B	Mercer	A-3	20	Sweborg Construction Company	0.25	
FAS 239	R-5B	Bureau	A-3	22	Valley Builders, Inc.		0.26
FAS 255	1-Q	Putnam	A-3	20	Strunk Brothers	1.42	
FAS 255	1-2Q	Putnam	A-3	20	Strunk Brothers	1.06	
FAS 267	37Q-1	Woodford	A-3	20	Starr Engineering Company		1.01
FAS 286	119-2Q	Will	B-5	20	The Crown Rock Asphalt Company	0.98	
FAS 332, 353	28-Q	Ford	A-3	20	Mason & Meents Construction Company	8.00	
FAS 339	30-Q	Ford	A-3	20	Zorn, Inc.	1.69	
FAS 340	8-Q & 26-Q	Ford	A-3	20	Mason & Meents Construction Company	5.11	
FAS 394	74-Q	Knox	A-3	20	Swords & Dietz	1.49	
FAS 415, 436	95-Q	Warren	A-3	20	Swords & Dietz	3.71	
FAS 415	96-Q	Warren	A-3	20	Monmouth Stone Company	1.07	
FAS 419	32-2Q	Henderson	A-3	20	Princeville Stone Company		1.59
FAS 423	25-Q	Hancock	A-3	20	Burlington Roadbuilders, Inc.	6.21	
FAS 428	24-3G	Hancock	A-1	20	W. L. Miller Company	2.69	

FAS 428	24-4G	Hancock	A-1	24	Burlington Roadbuilders, Inc.		1.20
FAS 431	58-G	Adams	A-1	20	Diamond Construction Company		3.86
FAS 432	59-G	Adams	A-1	20	Diamond Construction Company	6.93	
FAS 435	53-Q	McDonough	A-3	20	D. E. Lynch Construction Company	6.53	
FAS 442, 443	54-Q	McDonough	A-3	20	Burlington Roadbuilders, Inc.		7.07
FAS 453, 457	11-Q	Fulton	A-3	22	Swords & Dietz	1.74	
FAS 456	56-Q	Fulton	A-3	20	Burlington Roadbuilders, Inc.	3.00	
FAS 456	56-3Q	Fulton	A-3	20	Burlington Roadbuilders, Inc.	1.68	
FAS 537	11-B	DeWitt	A-3	20, Var.	Burnell G. Watson	0.21	
FAS 547	6-Q	DeWitt	A-3 on soil-cement	18	Berry Construction Company		4.20
FAS 547	6-1Q	DeWitt	A-3 on soil-cement	18	R. A. Cullinan & Son, Inc.	3.86	
FAS 547	13-Q	DeWitt	A-3 on soil-cement	20	R. A. Cullinan & Son, Inc.	1.20	
FAS 547	33-Q	Logan	A-3	20	R. A. Cullinan & Son, Inc.	2.63	
FAS 557	49-1Q	Logan	A-3	20	Truman L. Flatt & Sons Company, Inc.	3.69	
FAS 557	49-2Q	Logan	A-3	20	Truman L. Flatt & Sons Company, Inc.	1.84	
FAS 560	52-Q	Logan	A-3	20	R. A. Cullinan & Son, Inc.		3.85
FAS 566	51-Q	Logan	A-3	20	R. A. Cullinan & Son, Inc.	2.53	
FAS 572	31-Q	Mason	A-3 on soil-cement	20	R. A. Cullinan & Son, Inc.	4.51	
FAS 575	18-Q	Menard	A-3	20	Sangamo Construction Company	7.14	
FAS 577	18-B	Cass	A-3	24	McDougal-Hartmann Company	0.25	
FAS 577	21-Q	Cass	A-3	22	R. A. Cullinan & Son, Inc.	5.49	
FAS 577	22-Q	Cass	A-3	22	Sankey Brothers, Inc.	1.06	
FAS 579	19-Q	Cass	A-3	20	Sankey Brothers, Inc.	3.41	
FAS 583	28-Q	Schuyler	A-3	20	Freesen Brothers, Inc.	4.35	
FAS 583	29-Q	Schuyler	A-3	20	Princeville Stone Company	3.14	
FAS 606	20-Q	Scott	A-3	20	Freesen Brothers, Inc.	2.88	
FAS 608	9-Q	Scott	A-3	20	Caldwell Engineering Company	1.85	
FAS 608	21-Q	Scott	A-3	20	Sangamo Construction Company	2.60	
FAS 609	3-Q	Scott	A-3	20	Caldwell Engineering Company	0.75	
FAS 613	34-Q	Morgan	A-3	22	Berry Construction Company	6.44	
FAS 613	35-Q	Morgan	A-3	22	Gem Contracting & Paving, Inc.		3.06
FAS 615	21-Q	Morgan	A-3	20	Caldwell Engineering Company	1.53	
FAS 642	12-2Q	Shelby	A-3	18	Shaw & Campbell	2.43	
FAS 679	13-5Q	Edgar	A-3	20	Zimmerly Construction Company	1.76	
FAS 679	13-6Q	Edgar	A-3	20	Frank C. Feutz Company		1.49
FAS 680	22-1Q	Edgar	A-3	20	Frank C. Feutz Company	3.55	
FAS 688	203-Q	Clark	A-3	20	Frank C. Feutz Company		7.52
FAS 691	204-Q	Clark	A-3	20	Frank C. Feutz Company	2.00	
FAS 694	41-Q	Crawford	B-3	20	J. R. Burner	1.35	
FAS 694	64-Q	Lawrence	B-3	20	Mautz & Oren, Inc.	1.09	
FAS 696	38-1Q	Crawford	B-3	20	County Day Labor	2.54	
FAS 698	39-Q	Crawford	B-3	20	County Day Labor		1.27
FAS 698	40-Q	Crawford	B-3	20	Otis E. Benefiel		2.54
FAS 700	29-Q	Cumberland	A-3	18	Howell Asphalt Company	1.11	
FAS 703	38-Q	Jasper	A-3	20	Mt. Carmel Sand & Gravel Company		5.07
FAS 711	102-1R	Fayette	A-3	20	Mautz & Oren, Inc.	1.81	
FAS 712	40-Q	Fayette	A-3 on soil-cement	20, 38	C. J. Moritz, Inc.	2.99	
FAS 715	37-Q	Fayette	A-3	20	Berry Construction Company	1.93	
FAS 716	38-Q	Fayette	A-3	20	W. B. Clements Company		3.68
FAS 716	39-Q	Fayette	A-3 on soil-cement	20	Berry Construction Company	1.86	
FAS 731	15-Q	Greene	A-3	20	Caldwell Engineering Company		2.98
FAS 731	17-Q	Greene	A-3	36	Sangamo Construction Company	0.46	
FAS 732	4-Q	Montgomery	A-2	20	Litchfield Bituminous Corporation	2.02	

TABLE 24.—Continued.

GRAVEL, CRUSHED-STONE, OR SOIL-CEMENT BASE AND BITUMINOUS SURFACE COURSE—Concluded.

STATE CONTRACTS.—Concluded.

Route	Section	County	Type or Subclass	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
FAS 732	18-Q	Greene	A-3	20	Freesen Brothers, Inc.	0.63	
FAS 733	28-Q	Macoupin	A-3	20	Litchfield Bituminous Corporation		2.54
FAS 734	29-Q	Macoupin	A-3	20	Pautler Brothers Construction Company		1.03
FAS 754	18-Q	Calhoun	A-3	18, 20	Freesen Brothers, Inc.	6.82	
FAS 756	11-Q	Calhoun	A-3	18	Freesen Brothers, Inc.	1.17	
FAS 795	43-Q	Wayne	B-3 on soil-cement	20	Mt. Carmel Sand & Gravel Company	5.52	
FAS 795	47-Q	Wayne	B-3 on soil-cement	20	Johnston Roadbuilders, Inc. & The Earl Walker Co., Inc.	2.64	
FAS 800	46-Q	Wayne	B-3 on soil-cement	20	Mt. Carmel Sand & Gravel Company	3.13	
FAS 800	48-Q	Wayne	B-3 on soil-cement	20	Mt. Carmel Sand & Gravel Company	3.22	
FAS 800	101-Q	Edwards	B-3 on soil-cement	20	Mt. Carmel Sand & Gravel Company		1.79
FAS 807	30-Q	Wabash	A-3 on soil-cement	20	Mt. Carmel Sand & Gravel Company	1.52	
FAS 808	4-1Q	Wabash	B-3 on soil-cement	20	Mt. Carmel Sand & Gravel Company		1.22
FAS 808	28-Q	Wabash	B-3 on soil-cement	20	Mt. Carmel Sand & Gravel Company		3.64
FAS 814	13-1Q	Edwards	A-3 on soil-cement	21	Mt. Carmel Sand & Gravel Company	0.25	
FAS 831	16-Q	Washington	A-3	20	Bituminous Fuel & Oil Company		3.50
FAS 835	43-Q	Perry-Washington	A-3	20	Bituminous Fuel & Oil Company	2.68	
FAS 859	31-Q	Randolph	A-3	20	Bituminous Fuel & Oil Company	1.30	
FAS 862	43-Q	Randolph	A-3	20	Pautler Brothers Construction Company	1.76	
FAS 862	44-Q	Randolph	A-3	20	Bituminous Fuel & Oil Company		3.20
FAS 883	16-Q	White	A-3 on soil-cement	20	Mt. Carmel Sand & Gravel Company	1.99	
FAS 900	65-G	Saline	A-3	36	Beecher Williams Construction Company		0.06
FAS 913	38Q-1	Jackson	A-3 on soil-cement	20	Triangle Construction Company	1.82	
FAS 928	(4 & 5)Q	Johnson	A-3	20	Dale Denny Construction Company	1.93	
FAS 929	29-Q	Massac	A-3 on soil-cement	20	Leon B. Stilley Construction Company		1.27
FAS 931	(13, 16)Q	Johnson	A-3	20	Beecher Williams Construction Company	3.03	
FAS 933	28-Q	Massac	A-3 on soil-cement	20, 37	Leon B. Stilley Construction Company	3.14	
FAS 937	21Q-1 & 27-Q	Massac	A-3 on soil-cement	20	Leon B. Stilley Construction Company	2.02	
FAS 944	24-Q	Alexander	A-3	20	Bishop Burd and H&K Truck Service	1.50	
FAS 948	34-Q	Alexander	A-3 on soil-cement	20	Stephens Ready-Mix Concrete Company	3.68	
FAS 1246	6-B, Q	Bureau	A-3	22	Strunk Brothers	4.07	
FAS 1299	114-Q	Kankakee	A-3	18	Azzarelli Construction Company	2.03	
FAS 1306	138-Q	Will	B-4	20	Johnston Roadbuilders, Inc.	0.99	
FAS 1372	3-2B	Stark	A-3	20	Princeville Stone Company & Hampton Bridge & Concrete Co.	0.47	
FAS 1392	115-1Q	Peoria	B-4	37, 40, Var.	Swords & Dietz	1.17	
FAS 1394	69-1Q	Knox	A-3	20	Gunther Construction Company		4.27
FAS 1408, 411	97-Q	Warren	A-3	20	Swords & Dietz		3.02
FAS 1588	62-Q	Adams	A-3	22	Gem Contracting & Paving, Inc.		4.29
FAS 1594	51-G	Adams	A-1	20	Diamond Construction Company		4.73

FAS 1596	63-Q	Adams	A-3	20	Gem Contracting & Paving, Inc.	3.68	
FAS 1631, 1632, 1633	202-Q	Shelby	A-3 on soil-cement	20	McCarthy Improvement Company		7.21
FAS 1712	19-B, Q	Effingham	A-3	20	G. H. Allen		0.86
FAS 1734	27-Q	Macoupin	A-3	20	Truman L. Flatt & Sons Company, Inc.	1.00	
FAS 1734	27-1Q	Macoupin	A-3	20	Truman L. Flatt & Sons Company, Inc.		2.28
FAS 1738	19-Q	Macoupin	A-3	20	Litchfield Bituminous Corporation		4.57
FAS 1821	44-Q	Perry	A-3 on soil-cement	20	Triangle Construction Company		5.61
FAS 1882, 1817	29-Q	White	A-3 on soil-cement	20	J. D. Barter Construction Company		7.62
FAS 1888	23-G	Gallatin	A-3	20	Beecher William Construction Company	0.19	
FAS 1917	49-Q	Jackson	A-3	20	Pautler Brothers Construction Company		1.10
FH 13	32-Q	Alexander	A-3	20	Dale Denny Construction Company	3.33	
Senate Bill 275	1	Jackson	A-3	20	J. D. Barter Construction Company	1.66	
Senate Bill 275	1	Massac	A-3 on soil-cement	20	Beecher Williams Construction Company		1.06
					Total—A-1, gravel or crushed-stone base	12.59	11.79
					Total—A-2, gravel or crushed-stone base	2.50	0.00
					Total—A-3, gravel or crushed-stone base	162.38	81.70
					Total—A-3, soil-cement base	28.84	26.97
					Total—B-3, gravel or crushed-stone base	10.33	3.81
					Total—B-3, soil-cement base	14.51	6.65
					Total—B-4, gravel or crushed-stone base	5.91	0.00
					Total—B-4, soil-cement base	10.33	0.00
					Total—B-5, gravel or crushed-stone base	0.98	4.88
					Total miles of gravel, crushed-stone, or soil-cement base with bituminous surface	248.37	135.80

BITUMINOUS SURFACING AND RECONSTRUCTION OF EXISTING GRAVEL OR CRUSHED-STONE SURFACE.

STATE CONTRACTS.

Route	Section	County	Type or Subclass	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
SBI 28	3RS-2	Bureau	B-5	22	State Day Labor	0.60	
FA 38	15-Q-5	Macoupin-Montgomery	A-3	20	Litchfield Bituminous Corporation		8.76
FA 140	405Q-1-I	Montgomery	A-1	22	State Day Labor	5.61	
FA 160	12Q-5 & 105Q-4	Effingham	A-3	22	Frank C. Feutz Company	8.04	
SA 6	B-Q	Piatt	A-3	9	Parro Construction Corporation	3.53	
FAS 28	48-Q	McHenry	B-5	20	Suburban Oil Company	5.13	
FAS 32	30-Q	Boone	B-5	20	Suburban Oil Company	2.17	
FAS 98	88-Q	Kane	B-5	20	Giertz-Melahn Asphalt Company, Inc.	2.67	
FAS 147	153Q-1	DuPage	B-5	20	Black Top Roads Company	1.40	
FAS 160	125-Q	DuPage	B-5	20	Arrow Road Construction Company	2.49	
FAS 162	58-2Q	Will	B-5	20	Johnston Roadbuilders, Inc.	5.70	
FAS 172	48-Q	DeKalb	B-5	20	J. W. Stahl Construction Company	4.64	

TABLE 24.—Continued.

BITUMINOUS SURFACING AND RECONSTRUCTION OF EXISTING GRAVEL OR CRUSHED-STONE SURFACE—Concluded.

STATE CONTRACTS.—Concluded.

Route	Section	County	Type or Subclass	Width in Feet	Contractor	Mileage Completed 1959	Mileage Uncompleted
FAS 189	43-Q	Ogle	A-3	20	Rockford Blacktop Construction Company	3.11	
FAS 208	26-Q	Stark	A-3	20	Henry County Construction Company	5.53	
FAS 221	54-Q	Mercer	A-3	22	Burlington Roadbuilders, Inc.	5.31	
FAS 239	R-5Q	Bureau	A-3	22	Strunk Brothers	4.83	
FAS 277	22-Q	Kendall	A-3	20	J. P. Wetherby Construction Corporation	1.86	
FAS 303	125-2Q	Will	B-5	20	The Crown Rock Asphalt Company	5.61	
FAS 305	116-2Q	Will	B-4	22	The Crown Rock Asphalt Company	10.03	
FAS 321	205-Q	Iroquois	A-3	2@5	Mason & Meents Construction Company	3.19	
FAS 323	206-Q	Iroquois	A-3	2@5	Reeves Brothers Construction Company	2.12	
FAS 329	200-Q	Iroquois	A-3	2@5	Reeves Brothers Construction Company	2.74	
FAS 348	131-Q	Livingston	A-3	20	Livingston County Construction Company	5.11	
FAS 351	PQ-2	McLean	A-3	18	Eaton Asphalt Company, Inc.	3.91	
FAS 353	109Q-1	Livingston	A-3	20	Livingston County Construction Company	6.86	
FAS 360	79-Q	McLean	A-3	20	Eaton Asphalt Company, Inc.	2.01	
FAS 376	28-5Q	Stark	A-3	20	Henry County Construction Company	0.99	
FAS 383	53-RQ	Peoria	B-5	20	Seneca Petroleum Company, Inc.	8.60	
FAS 421	42-Q	Hancock	A-3	20	Burlington Roadbuilders, Inc.	1.89	
FAS 475	89-Q	McLean	A-3	18	Eaton Asphalt Company, Inc.	3.95	
FAS 478	74-Q	McLean	A-3	20	Carlson Asphalt Company	0.82	
FAS 480	105-Q	Livingston	A-3	20	Livingston County Construction Company	5.39	
FAS 485	84-Q	McLean	A-3	20	Eaton Asphalt Company, Inc.	4.94	
FAS 487	81-Q	McLean	A-3	20	Eaton Asphalt Company, Inc.	0.52	
FAS 561	38-1Q	Logan	A-3	20	Sangamo Construction Company	1.73	
FAS 574	12-Q	Menard	A-3	20	Truman L. Flatt & Sons Company, Inc.	6.14	
FAS 575	17-Q	Menard	A-3	20	Sangamo Construction Company	2.68	
FAS 598	30-Q	Pike	A-3	20	Diamond Construction Company	6.95	
FAS 621	75-Q	Sangamon	A-3	22	Truman L. Flatt & Sons Company, Inc.		9.62
FAS 705	100-W, RS	Jasper	B-3	20	Otis E. Benefiel	2.63	
FAS 746	22-Q	Jersey	A-3	18	Madison Construction Company	5.90	
FAS 788	25-Q	Clinton	A-3	18	The Earl Walker Company, Inc. & Marion County Const. Co.	1.44	
FAS 789	47-1Q	Marion	B-4	22	The Earl Walker Company, Inc. & Marion County Const. Co.	0.74	
			A-3	20		6.47	
FAS 795	49-Q	Marion	B-3	20	Johnston Roadbuilders, Inc. & Marion County Const. Co.	4.09	
FAS 800	15-RS	Edwards	B-3	20	Mt. Carmel Sand & Gravel Company	2.83	

FAS 801	100-RS	Richland	B-3	20, 36	Mt. Carmel Sand & Gravel Company	1.82	
FAS 804	63-Q	Lawrence	B-3	20	C. H. Rumburg Excavating		1.81
FAS 832	26-Q	Washington	A-3	20	Johnston Roadbuilders, Inc.	0.50	
FAS 836	(10, 11)Q-2	Washington	A-1	20, Var.	Bituminous Fuel & Oil Company		16.63
FAS 889, 888	(20 & 21)Q	Gallatin	A-3	20	C. J. Moritz, Inc.		6.34
FAS 926	(17 & 19)Q	Union	A-3	20	Dale Denny Construction Company	5.17	
FAS 941	1-Q	Pulaski	A-3	20	Dale Denny Construction Company	1.86	
FAS 1013, 2008	136-Q	Lake	B-5	22	Peter Baker & Son Company	2.86	
FAS 1017	135-Q	Lake	B-5	22	Peter Baker & Son Company	2.24	
FAS 1018	49-Q	McHenry	B-5	20	Suburban Oil Company	2.25	
FAS 1076	45-Q	Ogle	A-3	18	Rockford Blacktop Construction Company	3.64	
FAS 1078	47-Q	Ogle	A-3	20	Rockford Blacktop Construction Company	3.42	
FAS 1082	50-Q	Ogle	A-3	20	Rockford Blacktop Construction Company	3.12	
FAS 1116	55-Q	DeKalb	B-5	24	J. W. Stahl Construction Company	1.89	
FAS 1153	161-Q	DuPage	B-5	20	Midwest Construction Company	2.21	
FAS 1259	21-Q	Kendall	A-3	20	Johnston Roadbuilders, Inc.	2.02	
FAS 1277	74-Q	LaSalle	B-4	20	J. P. Wetherby Construction Company	4.84	
FAS 1285	157-Q	Livingston	A-3	20	Mason & Meents Construction Company	1.19	
FAS 1301	129-Q	Will	A-3	20	Johnston Roadbuilders, Inc.	4.02	
FAS 1306	90-2Q	Will	B-4	20	Johnston Roadbuilders, Inc.	1.11	
FAS 1329	208-Q	Iroquois	A-3	20	Devine Construction Company	3.03	
FAS 1361	41-Q	Woodford	A-3	20, 22	R. A. Cullinan & Son, Inc.	2.67	
FAS 1362	42-Q	Woodford	A-3	20	R. A. Cullinan & Son, Inc.	2.02	
FAS 1473	85-Q	McLean	A-3	18	Eaton Asphalt Company, Inc.	2.11	
FAS 1477	29-Q	McLean	A-3	20	Eaton Asphalt Company, Inc.	6.35	
FAS 1481	V-Q	McLean	A-3	20	Eaton Asphalt Company, Inc.	3.98	
FAS 1801	49-R	Richland	B-3	20	Mt. Carmel Sand & Gravel Company	0.48	
FAS 1823	5-Q	Perry	A-3	20	Keene Roadbuilders, Inc.	0.96	
FAS 1874	58-Q	Franklin	A-3	20	Dale Denny Construction Company	0.92	
FAS 2012	133-Q	Lake	B-5	22	Peter Baker & Son Company	0.90	
FAS 2013, 2014	43-Q	McHenry	B-4	20	Suburban Oil Company	5.28	
Dist. 9	Bit. Seal Coat 1959-1	Alexander-Jackson-Johnson-Pope-Randolph-Saline-Union-Williamson	A-1	18, 20	Franklin Asphalt Company	29.05	
			A-3	20, 22		4.15	
			Total—Subclass A-1			34.66	16.63
			Total—Subclass A-3			159.09	24.72
			Total—Subclass B-3			11.85	1.81
			Total—Subclass B-4			22.00	0.00
			Total—Subclass B-5			51.36	0.00
			Total miles of bituminous surfacing and reconstruction of gravel or crushed-stone surface			278.96	43.16

TABLE 24.—Continued.

INTERMITTENT BITUMINOUS RESURFACING—SUBCLASS I-11 (MODIFIED).

STATE CONTRACTS.

Route or District	Section	County	Contractor	Square Yards Completed 1959	Square Yards Uncompleted
Various	1959-13RS	Cook	Gallagher Asphalt Corporation		22, 268
SBI 149	(113, 114, 115)RS	Gallatin-Hardin	George H. Hartong, Inc.	60, 880	
SBI 146	(106, 107)RS	Union-Johnson	Gilmore Asphalt Products, Inc.		84, 058
1	Bit. Patch. & Resurf. 1959-1	Lake	Skokie Valley Asphalt Company, Inc.	97, 653	
1	Bit. Patch. & Resurf. 1959-2	Lake	Peter Baker & Son Company	99, 637	
1	Bit. Patch. & Resurf. 1959-3	Boone-Winnebago-McHenry	Suburban Oil Company	47, 522	
1	Bit. Patch. & Resurf. 1959-4	Kane	Giertz-Melahn Asphalt Company, Inc.	38, 851	
1	Bit. Patch. & Resurf. 1959-5	Cook-DuPage	Arrow Road Construction Company	48, 484	
2	Bit. Resurfacing 1959-1	Lee	Rein, Schultz & Dahl, Inc.	31, 823	
2	Bit. Resurfacing 1959-2	Henry	J. P. Hollerich Company	48, 778	
2	Bit. Resurfacing 1959-3	Rock Island-Henry	Central Engineering Company	53, 463	
3	Patch. & Intermittent Bit. Res. 1959-1	LaSalle-Livingston	Cephas Williams Company	99, 394	
3	Intermittent Bit. Resurf. 1959-2	Iroquois	George H. Hartong, Inc.		25, 813
3	Bit. Patch. & Resurf. 1959-3	LaSalle	J. P. Wetherby Construction Company	5, 894	
3	Bit. Resurf. 1959-4	McLean	Eaton Asphalt Company, Inc.	9, 348	
4	Patch. & Bit. Resurf. 1959-1	Knox	Gunther Construction Company	50, 212	
4	Patch. & Bit. Resurf. 1959-2	Peoria	George E. Hoffman & Sons, Inc.	34, 233	
5	Patch. & Bit. Resurf. 1959-1	Champaign-DeWitt-Edgar-Piatt-Vermilion	Champaign Asphalt Company	48, 376	
6	Bit. Resurf. 1959-1	Schuyler	Coggeshall Construction Company	77, 508	
7	Bit. Patch. & Resurf. 1959-1	Crawford-Cumberland-Edwards-Effingham-Gallatin-Lawrence-Shelby-Wayne-White	Jefferson Asphalt Company	114, 086	
7	Bit. Patch. & Resurf. 1959-2	Effingham-Fayette-Montgomery	State Day Labor	10, 038	7, 823
8	Patch. & Bit. Resurf. 1959-1	St. Clair-Washington	Alpha Asphalt Company		74, 994
			Total square yards of intermittent resurfacing	976, 180	214, 956

GRADING.

STATE CONTRACTS.

Route	Section	County	Contractor	Mileage Completed 1959	Mileage Uncompleted
FA 14	28-2-SA	St. Clair	Howell Construction Co. & J. D. Barter Construction Co.	0 34	

FAI 1(90)	3132-229A	Cook	Palumbo Excavating Company	0.56	
FAI 1(90)	3233-229A	Cook	Krug Excavating Company	0.61	
FAI 4(57)	91-3A	Union	J. D. Barter Construction Co. & E. T. Simonds Const. Co.		1.40
FAI 4(57)	91-3A-1, 3HB-1, 3-B, 3B-2	Union	Tri-State Engineering Company	0.29	
FAI 4(57)	91-4-1A, 4-HB-1, 4-B-1, 4-B-2	Union	E. T. Simonds Construction Co. & J. D. Barter Const. Co.		1.18
FAI 8(64)	51-23A	Lawrence	Green Construction Company	0.79	2.07
FAS 78	42-A	Stephenson	Thronson Construction Company, Inc.	6.69	
FAS 478	74-B	McLean	West Construction Company	0.30	
FAS 542	206-A	Piatt	R. V. McElroy	1.58	
FAS 572	31-A	Mason	Jansen & Schaefer, Inc.	4.51	
FAS 795	41-B	Wayne	G. H. Allen	0.19	
FAS 1367	34B-1	Marshall	R. A. Cullinan & Son, Inc.	0.20	
			Total miles of State contracts for grading	16.06	4.65

COOK COUNTY CONTRACTS.

FA 173	267-1213.1-15d	Cook	W. J. Sheppard & Company	0.36	
FA 173	267-1415.1-15d	Cook	J. M. Corbett Company	0.22	
FAI 4(90)	066-1516.1A-15d	Cook	Bongi Cartage, Inc.		0.93
FAI 4(90)	066-1818A-15d	Cook	Bongi Cartage, Inc.		0.69
			Total miles of Cook County contracts for grading	0.58	1.62
			Grand total miles of grading	16.64	6.27

BRIDGES.
STATE CONTRACTS.

Route	Section	County	Type of Construction	Contractor	Number Completed 1959	Number Uncompleted
SBI 1	(21-NRH, 21-XNRH)BY	Crawford	Widen RC deck girders	G. H. Allen	2	
SBI 1	39-BY-1	Massac	Steel WF-beam superstructure	Stephens Ready-Mix Concrete Company		1
SBI 1	39W-1, 40-W, BR	Massac	Continuous I-beam	Triangle Construction Co.		1
SBI 1	47Z-3B-I	Vermilion	Bridge repairs	State Day Labor	1	
SBI 2	26-2B, 26-BY, 27B-2-1	Marion	Continuous RC slab, Widen RC slab	Howell Construction Company	1 1	
SBI 2	27B-2, 28-2B-1	Marion	Continuous steel WF-beam	C. J. Moritz, Inc.	1	

TABLE 24.—Continued.
BRIDGES—Continued.
STATE CONTRACTS.—Continued.

Route	Section	County	Type of Construction	Contractor	Number Completed 1959	Number Uncompleted
SBI 2	54-BR	DeWitt	RC deck girder	Emil P. Hendriks Company, Inc.	1	
SBI 2	63B-1	McLean	Steel deck plate girder	Culberson Construction Company		
SBI 2	63F-1	McLean	Fabrication	American Bridge Division, U. S. Steel Corporation		1
SBI 4	V-B	Macoupin	Continuous RC deck girder	Calhoun County Contracting Corporation		1
SBI 5	17R-1B	Winnebago	Continuous steel WF-beam	J. R. Stevens, Inc.	1	
SBI 5	17R-1B-1	Winnebago	RC slab	Shappert Engineering Company	1	
SBI 5	18R-B	Stephenson	Continuous RC slab	Belvidere Construction Company	1	
SBI 5	18R-B2	Stephenson	RC slab	Belvidere Construction Company	1	
SBI 5	18R-B3	Stephenson	Continuous RC slab	Belvidere Construction Company	1	
SBI 7	FXB-I	Will	Bridge repairs	State Day Labor	2	
SBI 7, FAS 1355	GB-1	LaSalle	RC slab, precast concrete slab	J. P. Wetherby Construction Company	2	
SBI 8	11-BD-I	Peoria	Bridge repairs	State Day Labor	1	
SBI 8	(27, 28)BR	McLean	WF-beams	West Construction Company	2	
SBI 8	28-BR	McLean	Continuous RC slab	H. J. Eppel & Company	1	
SBI 10	13B-I	Macon	Bridge repairs	State Day Labor	1	
SBI 11	L-2-I	Effingham	Bridge repairs	State Day Labor		1
SBI 11	U-2BR	Fayette	Widen RC slab	Mautz & Oren, Inc.	1	
SBI 12	1-B-C-I	Lawrence	Bridge repairs	State Day Labor	1	
SBI 12	1-B-C-I-2	Lawrence	Bridge repairs	State Day Labor	1	
SBI 12	1-RB-I	St. Clair	Bridge repairs	State Day Labor	1	
SBI 12	26-BY	Clinton	RC slab	G. E. Tillman Company, Inc.	1	
SBI 15	4-BY-1	Clinton-Washington	Steel WF-beam superstructures	G. E. Tillman Company, Inc.	2	
SBI 15	27-BR	St. Clair	RC slab	Hoeffken Brothers, Inc.		1
SBI 15	28-BY- 28-BR	St. Clair	Precast prestressed concrete deck & RC slab	G. E. Tillman Company, Inc.	2	
SBI 16	4-BR	Coles	Continuous RC slab	A. J. Walker Construction Company	1	
SBI 16	21-BY	Montgomery	Widen RC deck girder	Calhoun County Contracting Corporation	1	
SBI 17	12-BR	Kankakee	RC continuous slab & RC continuous slab superstructure	The Standard Paving Company	2	
SBI 17	13-BR	Kankakee	RC slabs,	The Standard Paving Company		2
SBI 17	14-BR	Grundy-Kankakee	Widen RC slab	The Standard Paving Company		1
SBI 22	14-B-I	Will	Steel WF-beams & precast prestressed concrete	The Standard Paving Company	1	2
SBI 24	(2, 3)W	Christian	Bridge repairs	State Day Labor	1	
			Widen RC slabs,	I. D. Lain Company	2	
			RC slab superstructure	I. D. Lain Company	1	

SBI 25	3B-I-2	Effingham	Bridge repairs	State Day Labor	1	
SBI 25	19-BR	Coles	RC slab	A. J. Walker Construction Company	1	
SBI 32	4-BY	Moultrie	Widen RC deck girder	Russell M. Harshman Company		1
SBI 36	(17, 18)BY	Pike	Widen RC deck girders	McCann & Company, Inc.	3	
SBI 44	15-XB	Kankakee	RC slab	H. H. Mass Construction Company	1	
SBI 46	91-BY-1-R	Cook	Bridge repairs	Wolfes-Jensen & Company, Inc.	1	
SBI 49	135-BY	Iroquois	Widen RC deck girder	Emil P. Hendriks Company, Inc.	1	
SBI 53	535-B5-I	Will	Bridge repairs	State Day Labor		1
SBI 54	545-1	Cook	Bridge repairs (reconstruction)	Krug Excavating Company		1
SBI 55	551-XB-W	Cook	Widen RC deck girder	Keno Construction Company	1	
SBI 55	551-Y	Cook	RC slab	Chatham Paving Company		1
SBI 63	TB-1-I	Kane	Bridge repairs	State Day Labor		1
SBI 65	650B-I	Kendall	Bridge repairs	Ugland Construction Company		1
SBI 78	147-BR	Morgan	RC deck girder	Caldwell Engineering Company	1	
SBI 80	104-BY, 104BY-1	Carroll	Widen RC deck girders	Shappert Engineering Company	2	
SBI 80	126B-1	Knox	Widen RC slab	Sweborg Construction Company	1	
SBI 82	129-BY	Henry	Widen RC deck girder	Sweborg Construction Company	1	
SBI 92	135B-1	Bureau	RC slab	Ladd Construction Company	1	
SBI 108	107C-I	Macoupin	Bridge repairs	State Day Labor	1	
SBI 116	104, 106, 107(W, RS)	Woodford	Widen RC slab	R. A. Cullinan & Son, Inc.	1	
SBI 116	112-C-I-2	Livingston	Bridge repairs	State Day Labor	1	
SBI 121	117-BY	Logan	Widen RC deck girder	Ben Harrison & Sons	1	
SBI 121	134-BY	Logan	Widen RC deck girder	C. E. Burgett Construction Company	1	
SBI 121	135-BR	Macon	Steel WF-beam superstructure	G. S. Chastain	1	
SBI 121	145-BR	Douglas	Continuous RC slab	O'Neil Brothers	1	
SBI 121	145-BY	Douglas	Widen RC deck girders	A. J. Walker Construction Company	2	
SBI 121	146-BY	Douglas	Widen RC deck girder	A. J. Walker Construction Company	1	
SBI 130	121-BY, 123-BY	Jasper-Richland	Widen RC deck girders	C. J. Moritz, Inc.	4	
SBI 131	111-BR	Cumberland	Steel WF-beams	A. J. Walker Construction Company		2
SBI 150	47-BY-I	St. Clair	Bridge repairs	State Day Labor	1	
SBI 150	130-BY	Jackson	RC deck girder	Howell Construction Company	1	
SBI 150	131-B-1	Jackson-Union	Steel deck plate girder	McCann & Company, Inc.	1	
SBI 150	132-BY-I	Randolph	Bridge repairs	State Day Labor	1	
FA 4	87-B	Schuyler	RC slab & WF-beam	A. Olson Construction Co. & Schmidt Construction Co.	2	
FA 5	K29A-BY	Will	Widen concrete arch bridge	States Improvement Company, Inc.	1	
FA 6	8-RE	Kane	Erection of steel deck plate girder	E. M. Melahn Construction Company	1	
FA 6	8-RB-1	Cook	Steel WF-beam	E. M. Melahn Construction Company		1
FA 13	33-1BR	St. Clair	Prestressed concrete bridge deck	Keeley Brothers Contracting Company	1	
FA 21	12B-1	Lake	Parallel WF-beams	Eric Bolander Construction Company	1	
FA 24	8BR-1	LaSalle	Steel WF-beam	J. P. Wetherby Construction Company		1
FA 29, SBI 30	10B-1, 14BR-1	Henry	RC deck girders	H. H. Mass Construction Company	2	
FA 36	53, 53-B	Adams	Steel WF-beam	Quad-City Construction Company		1
FA 49	13-X, 13X-B, 13X-HB	Macon	Continuous steel WF-beam	McDougal-Hartmann Company		1
FA 61	534X-R, 534X-RB	DuPage	Parallel continuous steel WF-beams	Contracting & Material Co. & Kenny Construction Co.	1	1

TABLE 24.—Continued.
BRIDGES—Continued.
STATE CONTRACTS.—Continued.

Route	Section	County	Type of Construction	Contractor	Number Completed 1959	Number Uncompleted
FA 98	207-0101-2B	Cook	Precast prestressed concrete I-beam	L. B. Strandberg & Son Company, Inc.		1
FA 122	0505.2-I	Cook	Bridge repairs	State Day Labor	1	
FA 154	13X-BY	Bureau	Precast prestressed concrete superstructure	Valley Builders, Inc.		1
FA 155	432-B	Greene-Jersey	Deck girder & I-beam	McCann & Company, Inc.	1	
FA 160	12-BY	Effingham	Widen RC slab	C. J. Moritz, Inc.	1	
FA 164	3-B-I	Greene	Bridge repairs	State Day Labor	1	
FA 178	1-D	LaSalle	Bridge deck	H. H. Mass Construction Company		
FA 178	1-E	LaSalle	Erection of steel plate girder & truss	Industrial Construction Company	1	
FA 178	1-F	LaSalle	Fabrication	Allied Structural Steel Companies		
FA 192	11-B	Kendall	Continuous steel deck plate girder	H. H. Mass Construction Company	1	
FA 194	3-B	Winnebago	Steel deck plate girders	H. H. Mass Construction Company		
FA 194	3-F	Winnebago	Fabrication	Vierling Steel Works		2
FA 194	3B-1	Winnebago	Parallel steel deck plate girders	H. H. Mass Construction Company		
FA 194	3F-1	Winnebago	Fabrication	American Bridge Division, U. S. Steel Corporation		2
FAI 1(90)	X2-1B	Winnebago	Parallel steel WF-beams	Belvidere Construction Company	2	
FAI 3(55)	84-2B	Sangamon	Parallel steel plate girder & WF-beam	C. R. Meyer & Sons Company		
FAI 3(55)	84-2F	Sangamon	Fabrication	Mississippi Valley Structural Steel Company		2
FAI 3(55)	84-2B-1	Sangamon	Parallel WF-beams	Fisher-Stoune, Inc.		3
FAI 3(55)	99-1AC, 1-ACB	Will	RC slab	E. H. Swenson & Son	1	
FAI 3(55)	99-2ACB	Will	RC slabs	Joliet Bridge & Construction Company	2	
FAI3(55), FAS 301	99-2HBK, 69-B	Will	Steel WF-beam	E. H. Swenson & Son	1	
FAI 4(57)	91-2B	Union	Parallel WF-beams	R. B. Potashnick	2	
FAI 4(57)	91-2B-1	Union	Parallel continuous steel WF-beams	Howell Construction Company	2	
FAI 4(57)	91-3A-1, 3HB-1, 3-B, 3B-2	Union	Parallel RC deck girders & RC slab	Tri-State Engineering Company	2	1
FAI 4(57)	91-3B-1	Union	Dual RC deck girders	Triangle Construction Company	2	
FAI 4(57)	91-4-1A, 4-HB-1, 4-B-1, 4-B-2	Union	RC slabs	E. T. Simonds Construction Co. & J. D. Barter Const. Co.		2
FAI 4(57)	X1-6-1, X1-6B, X1-6B-1	Williamson	Parallel continuous RC deck girders & steel truss & I-beam	Orr Construction Company		3

FAI 5(74)	10-6B	Champaign	Precast pretensioned concrete I-beams	Howell Asphalt Company		2
FAI 5(74)	90-15B	Tazewell	Parallel steel WF-beams	Sangamo Construction Company		2
FAI 5(74)	92-9B	Vermilion	Parallel precast pretensioned concrete I-beams	Culberson Construction Company, Inc.	2	
FAI 5(74)	92-10B	Vermilion	Parallel WF-beams	Culberson Construction Company, Inc.		
FAI 5(74)	92-10F	Vermilion	Fabrication	Wendnagel & Company, Inc.		2
FAI 6(80)	2B-2	LaSalle	Steel I-beam superstructures	Valley Builders, Inc.	2	
FAI 6(80)	32-2B	Grundy	Dual RC deck girders	Ladd Construction Company	2	
FAI 6(80)	(32, 47)-4	Grundy-Kendall	Precast prestressed concrete I-beams, concrete slabs	Powers-Thompson Construction Company	3	4
FAI 6(80)	50-4B, 50-4VB	LaSalle	Parallel steel WF-beams	C. R. Meyer & Sons Company		
FAI 6(80)	50-4F, 50-4VF	LaSalle	Fabrication	Bennett Industries, Inc.		2
FAI 6(74)	81-3B-1	Rock Island	Continuous steel WF-beams	Central Engineering Company		2
FAI 7(70)	82-5B, 82-5HB	St. Clair	Parallel WF-beams	Gorman & Sons, Inc.		
FAI 7(70)	82-5F, 82-5HF	St. Clair	Fabrication	Illinois Steel Bridge Company		2
FAI 7(70)	82-5B-1, 82-5HB-2	St. Clair	Steel WF-beam	A-C Excavating Company		1
FAI 8(64)	51-23B-1	Lawrence	RC deck girder	G. H. Allen	1	
FAI 8(64)	51-23B-2	Lawrence	Continuous RC deck girder	G. E. Tillman Company, Inc.	1	
FAI 8(64)	51-24B-2, 51-24ACB-2	Lawrence	Prestressed concrete beams & precast concrete slab	Culberson Construction Company, Inc.		3
FAS 39	20-B	Boone	RC slab	Shappert Engineering Company	1	
FAS 78	42-B	Stephenson	Continuous steel beam	J. R. Stevens, Inc.	1	
FAS 208	26-B	Stark	Continuous I-beam	Princeville Stone Co. & Hampton Bridge & Concrete Co.	1	
FAS 217	24-B	Mercer	RC slab	Sweborg Construction Company	1	
FAS 230	40-G	Henry	Precast prestressed concrete decks	Swords & Dietz	2	
FAS 239	R-5B	Bureau	Continuous steel beam	Valley Builders, Inc.		1
FAS 258	27-B	LaSalle	Steel plate girder	Joliet Bridge & Construction Company		
FAS 258	27-F	LaSalle	Fabrication	Vincennes Steel Division of Industrial Enterprises, Inc.	1	
FAS 265	SB	LaSalle	Steel truss	H. H. Mass Construction Company		
FAS 265	SB-F	LaSalle	Fabrication	Illinois Steel Bridge Company	1	
FAS 278	26-B	Kendall	Steel beam	Ugland Construction Company	1	
FAS 280	25-B	Kendall	Precast prestressed concrete deck	S. S. Viland Construction Company	1	
FAS 287	39-B	Grundy	Steel beam	Ugland Construction Company	1	
FAS 314	112-B	Kankakee	Precast concrete deck	Azzarelli Construction Company		1
FAS 321	24-B	Ford	Precast concrete slab	Burnell G. Watson	1	
FAS 328	54-XB	Iroquois	Concrete slab	Reeves Brothers Construction Company	1	
FAS 353	135-B	Livingston	RC slab	Chris Riber & Son	1	
FAS 421	44-B	Hancock	Steel WF-beams	Princeville Stone Co. & Hampton Bridge & Concrete Co.		2
FAS 428	24-2G	Hancock	Steel I-beam	Princeville Stone Co. & Hampton Bridge & Concrete Co.	1	
FAS 431	30-1G	Hancock	Steel beam	Princeville Stone Co. & Hampton Bridge & Concrete Co.		1
FAS 457	55-G	Fulton	Steel beam	Sangamo Construction Company	1	
FAS 487	90-B	McLean	RC concrete deck girder	Berry Construction Company	1	
FAS 490	86-B	McLean	RC slab	Eaton Asphalt Company, Inc.	1	
FAS 512	62-1	Vermilion	RC slab	McCalman Construction Company	1	
FAS 515	21-B	Ford	Precast concrete slab	Whetzel Construction Company	1	
FAS 537	11-B	DeWitt	RC haunched & flat slab	Burnell G. Watson	1	

TABLE 24.—Continued.
BRIDGES—Concluded.
STATE CONTRACTS.—Concluded.

Route	Section	County	Type of Construction	Contractor	Number Completed 1959	Number Uncompleted
FAS 556	14-B	Christian	RC slab & steel beam	County Day Labor		2
FAS 568	32-B	Mason	Continuous steel beam	D. J. Mahoney Company	1	
FAS 596	21-B	Pike	RC deck girders	Caldwell Engineering Company	2	
FAS 605	5-B	Scott	Precast prestressed concrete deck	Caldwell Engineering Company	1	
FAS 612	32	Morgan	Continuous steel beam	Caldwell Engineering Company	1	
FAS 630	33-B	Sangamon	WF-beam	Chism & Miller, Inc.	1	
FAS 637	18B-1	Christian	Continuous steel beam	County Day Labor	1	
FAS 642	5B-3	Moultrie	Bridge repairs	Central States Construction Company	1	
FAS 668	13-1B	Coles	Steel I-beam	Ben Harrison & Sons	1	
FAS 678	30-B	Edgar	Continuous RC deck girder	Ben Harrison & Sons	1	
FAS 685	31-B	Edgar	RC deck girder	The Standard Paving Company	1	
FAS 698	40-Q	Crawford	Steel beam	Otis E. Benefiel	1	
FAS 706	40-B	Wayne	Continuous steel beam	G. H. Allen	1	
FAS 712	40-Q	Fayette	Precast concrete slab	C. J. Moritz, Inc.	1	
FAS 715	37-Q	Fayette	Widen precast prestressed concrete	Berry Construction Company	1	
FAS 716	38-Q	Fayette	Precast concrete slab	W. B. Clements Company	1	
FAS 728	2-BR	Macoupin	RC slab	Calhoun County Contracting Corporation	1	
FAS 728, 725	40-G	Montgomery	Precast prestressed concrete slab	Litchfield Bituminous Corporation		1
FAS 749	19-B	Jersey	Continuous steel beam	McCann & Company, Inc.		1
FAS 776	85-B	Madison	Precast concrete slab	Madison Construction Company	2	
FAS 783	29-G	Bond	Precast concrete slab	Bituminous Fuel & Oil Company	1	
FAS 788	26-G	Clinton	Steel beam	Bituminous Fuel & Oil Company		1
FAS 795	41-B	Wayne	Continuous steel I-beam	G. H. Allen	1	
FAS 796	26-B	Clay	Precast concrete slab	Davis & Endebrock	1	
FAS 799	18B-1	Clay	Bridge repairs	State Day Labor	1	
FAS 826	82-G	Jefferson	Precast concrete slab	Bituminous Fuel & Oil Company	1	
FAS 841	76-B-1	St. Clair	Precast prestressed concrete deck	Parham Construction Company	1	
FAS 841	225-B	St. Clair	I-beam	A-C Excavating Company	1	
FAS 889, 888	20 & 21)Q	Gallatin	Precast concrete slabs	C. J. Moritz, Inc.		3
FAS 900	65-B	Saline	Plate girder with RC slab deck	G. E. Tillman Company, Inc.	1	
FAS 919	10-Q	Jackson	Steel beam	Dale Denny Construction Company		1
FAS 923	39-B	Union	Continuous steel beam	Stephens Ready-Mix Concrete Company	1	
FAS 929	29-Q	Massac	Precast concrete slab	Leon B. Stilley Construction Company	1	

FAS 933	28-Q	Massac	Precast concrete slab	Leon B. Stilley Construction Company	1	
FAS 945	32-B	Alexander	Continuous steel I-beam	Howell Construction Company	1	
FAS 1030	17-B	Boone	Steel beam	Shappert Engineering Company	1	
FAS 1058	111-B	Winnebago	Continuous steel beam	Shappert Engineering Company		1
FAS 1147	162-B	DuPage	Precast prestressed concrete deck	The Schless Construction Company, Inc.		1
FAS 1147	167-B	DuPage	Precast prestressed concrete	The Schless Construction Company, Inc.		1
FAS 1249	27-3B	Bureau	Continuous steel beam	Ladd Construction Company		1
FAS 1328	145-B	Iroquois	Precast concrete slab	Huckaba & Sons Construction Co. & A. J. Walker Const. Co.	1	
FAS 1349	32B-1, 2, 3, 4	Ford	Precast concrete slabs	Burnell G. Watson	4	
FAS 1367	34B-1	Marshall	RC slab	R. A. Cullinan & Son, Inc.	1	
FAS 1367	34B-2	Marshall	RC slab	R. A. Cullinan & Son, Inc.	1	
FAS 1372	3-2B	Stark	Steel I-beam	Princeville Stone Co. & Hampton Bridge & Concrete Co.	1	
FAS 1552	704-LB	Macon	Composite steel I-beam	States Improvement Company, Inc.		
FAS 1552	704-LF	Macon	Fabrication	Chicago Heights Steel Company		1
FAS 1588	62-B	Adams	RC continuous slab	Hollembeak Construction Company	1	
FAS 1588	62-B-1	Adams	WF-beams	Tanner-Roberts Construction Company		3
FAS 1712	19-B, Q	Effingham	Precast concrete deck	G. H. Allen	1	
FAS 1734	27-Q	Macoupin	Precast prestressed slab	Truman L. Flatt & Sons Company, Inc.	1	
FAS 1744	41-G	Montgomery	Precast prestressed concrete deck	Litchfield Bituminous Corporation		1
FAS 1784	27-G	Clinton	RC slab	Goodwin-McElroy, Inc.	1	
FAS 1821	44-Q	Perry	Precast concrete slabs	Triangle Construction Company	2	
FAS 1888	23-B	Gallatin	Continuous WF-beam	G. E. Tillman Company, Inc.	1	
SA 039	2324-3-D	Cook	Bridge repairs (floor)	Joliet Bridge & Construction Company		1
SA 64	3104-SDC-I	Cook	Bridge repairs	State Day Labor	1	
			Total bridges in State contracts	New	132	77
				Widened	29	2
				Repaired	20	6

COOK COUNTY CONTRACTS.

FA 173	067-3030.1B-15d	Cook	Bascule bridge (structural steel & machinery)	The Overland Construction Company		
FA 173	067-3030.1C-15d	Cook	Bascule bridge superstructure	M. J. Boyle & Company		1
FA 173	067-3030.1D-15d	Cook	Bascule bridge electrical work	The Edward Electric Company		
FA 173	267A-0202.1, F-15d, 267A-0202.2, F-15d	Cook	4-sp. PC girder & RC deck	L. B. Strandberg & Son Company, Inc.	1	
FAI 1(90)	062-3434.1-15d	Cook	2-sp. WF-beam & RC deck	Robert R. Anderson Company	1	
				Total new bridges in Cook County contracts	2	1
				Grand Total—Bridges, new	134	78
				Grand Total—Bridges, widened	29	2
				Grand Total—Bridges, repaired	20	6

TABLE 24.—Continued.

GRADE SEPARATIONS.

STATE CONTRACTS.

Route	Section	County	Type of Construction	Contractor	Number Completed 1959	Number Uncompleted
SBI 1	K-V-I-1	Cook	RR viaduct repairs	State Day Labor		1
SBI 7	17-SB	Bureau	RR through plate girder & WF-beam	Valley Builders, Inc.	1	
SBI 8 Spur	1-VB-NRS-I	Peoria	RR grade separation repairs	State Day Labor		1
SBI 18	7-VD-2R	Cook	RR grade separation repairs	J. M. Corbett Company		1
SBI 19	29-VB-I	McHenry	RR grade separation repairs	State Day Labor	1	
SBI 19	70-H-I	Cook	Hwy. grade separation repairs	State Day Labor		1
SBI 40	10-VB-R	JoDaviess	RR continuous RC slab & WF-beam	Shappert Engineering Company	1	
SBI 46	462-BCD-I	Cook	RR grade separation repairs	State Day Labor	1	
SBI 48	126X-SB	Macon	RR steel deck girder subway	Fisher-Stoune, Inc.	1	
SBI 54	545-1	Cook	RR I-beam	Krug Excavating Company		1
FA 2	22-2VB	Fayette	RR steel WF-beam	Berry Construction Company	1	
FA 5	BR, BR-H2, BR-H5, BR-H6, BR-H7	Cook	Hwy. WF-beams	Orr Construction Company	4	
FA 6	8R-HB-3	Kane	Hwy. WF-beam	E. M. Melahn Construction Company		1
FA 6	8R-HB-4	Kane	Hwy. WF-beam	E. M. Melahn Construction Company		1
FA 6	8R-HB-5	Kane	Hwy. WF-beam	E. M. Melahn Construction Company		
FA 6	8R-HF-5	Kane	Fabrication	Allied Structural Steel Companies	1	
FA 6	8R-HB-6	Kane	Hwy. WF-beam	E. M. Melahn Construction Company		
FA 6	8R-HF-6	Kane	Fabrication	Chicago Heights Steel Company		1
FA 10 Spur	12-HVB	Tazewell	RR WF-beam	McDougal-Hartmann Company	1	
FA 14	28-2-HB	St. Clair	Hwy. WF-beams	M. Hoeffken Company & Hoeffken Brothers, Inc.	3	
FA 19	12-VB-R	Kendall	RR steel WF-beam	E. H. Swenson & Son		
FA 19	12-VF-R	Kendall	Fabrication	Wendnagel & Company, Inc.		1
FA 20	28R-HB	McHenry	Hwy. RC deck girder	H. H. Mass Construction Company	1	
FA 21	12-HB	Lake	Hwy. steel WF-beam	E. M. Melahn Construction Company	1	
FA 21	12-VB	Lake	RR steel WF-beam	Eric Bolander Construction Company	1	
FA 21	12-VB-1	Lake	RR parallel WF-beams	Eric Bolander Construction Company		
FA 21	12-VF-1	Lake	Fabrication	Bennett Industries, Inc.	2	
FA 34	27-VB-I	Will	RR grade separation repairs	State Day Labor	1	
FA 36	53-VB	Adams	RR plate girder	Hollembeak Construction Company		
FA 36	53-VF	Adams	Fabrication	Vincennes Steel Division of Industrial Enterprises, Inc.		1
FA 49	13-X, 13X-B, 13X-HB	Macon	Hwy. steel WF-beam	McDougal-Hartmann Company		1
FA 61	534X-R, 534X-RB	DuPage	Hwy. RC tunnels	Contracting & Material Company & Kenny Construction Co.	2	

FA 65	135-SB	Christian	RR steel WF-beam	Chism & Miller, Inc.		
FA 102	540-VB-I	DuPage	Hwy. grade separation repairs	State Day Labor	1	
FA 122	066-0303-6A-I	Cook	Hwy. grade separation repairs	State Day Labor	1	
FA 122	2626.1-HB-I	Cook	Hwy. grade separation repairs	State Day Labor		1
FA 132	1-VB	Madison	RR continuous plate girder	McCann & Company, Inc.	1	
FA 161	10-HD-I-2	Logan	RR grade separation repairs	State Day Labor	1	
FA 173	0303-475HB	Cook	Hwy. WF-beam	Peter Kiewit Sons' Co. & Paschen Contractors, Inc.		1
FA 173	0303-475HF	Cook	Fabrication	Philip Zweig & Sons, Inc.		
FA 178	1-HB	LaSalle	Hwy. WF-beam	Trompeter Construction Company		1
FA 178	1-HB-1	LaSalle	Hwy. steel WF-beam	Trompeter Construction Company		1
FAI 1(90)	100-0203, 100-HB, SB	DuPage-Cook	Hwy. WF-beams,		2	
			RR steel thru plate girder	Robert R. Anderson Company	1	
FAI 1(90)	100-HB-3	DuPage	Hwy. WF-beam	Thomas M. Madden Company	1	
FAI 1(90)	100-VB	DuPage-Cook	RR Parallel steel WF-beams	Thomas McQueen Company		
FAI 1(90)	100-VF	DuPage-Cook	Fabrication	Allied Structural Steel Companies	1	1
FAI 1(90)	100-VB-1	DuPage-Cook	RR parallel WF-beams	Keno Construction Company, Inc.	2	
FA 6	100-VF-1	DuPage-Cook	Fabrication	Vierling Steel Works		
FAI 1(90)	100-VB-2	DuPage-Cook	RR parallel WF-beams	Keno Construction Company, Inc.	2	
FAI 1(90)	3131-205VB	Cook	RR WF-beam	Michael J. McDermott & Company		
FAI 1(90)	3131-205VF	Cook	Fabrication	Vierling Steel Works		1
FAI 1(90)	3131-206VB	Cook	RR steel WF-beam	Paschen Contractors, Inc.		1
FAI 1(90)	3132-207VB	Cook	RR WF-beam	Michael J. McDermott & Company		
FAI 1(90)	3132-207VF	Cook	Fabrication	Allied Structural Steel Companies		1
FAI 1(90)	3232-208VB	Cook	RR WF-beam	Paschen Contractors, Inc.		
FAI 1(90)	3232-208VF	Cook	Fabrication	Wendnagel & Company, Inc.		1
FAI 1(90)	3232-209VB	Cook	RR continuous steel WF-beam	Herlihy Mid-Continent Company		
FAI 1(90)	3232-209VF	Cook	Fabrication	Vierling Steel Works		1
FAI 1(90)	3233-211VB	Cook	RR WF-beam	Robert R. Anderson Company		
FAI 1(90)	3233-211VF	Cook	Fabrication	Allied Structural Steel Companies		1
FAI 1(90)	3333-212VB	Cook	RR continuous steel WF-beam	Thomas McQueen Company		
FAI 1(90)	3333-212VF	Cook	Fabrication	Chicago Heights Steel Company		1
FAI 1(90)	3333-223SB	Cook	RR WF-beam and plate girder	William A. Randolph Company		
FAI 1(90)	3333-223SF	Cook	Fabrication	Wendnagel & Company, Inc.	1	
FAI 1(90)	3333-224SB	Cook	RR thru plate girder subway	Thomas M. Madden Company		
FAI 1(90)	3333-224SF	Cook	Fabrication	Chicago Heights Steel Company	1	
FAI 1(90)	3333-225SB	Cook	RR open deck steel WF-beam & deck girder	Thomas M. Madden Company		
FAI 1(90)	3333-225SF	Cook	Fabrication	Chicago Heights Steel Company	1	
FAI 1(90)	3333-226SB	Cook	RR 3-track thru plate girder	Thomas McQueen Company		
FAI 1(90)	3333-226SF	Cook	Fabrication	Mississippi Valley Structural Steel Company	1	
FAI 1(90)	3333-227SB	Cook	RR WF-beam	Thomas M. Madden Company		
FAI 1(90)	3333-227SF	Cook	Fabrication	American Bridge Division, U. S. Steel Corporation		1
FAI 1(90)	X2-1HB	Winnebago	Hwy. continuous steel WF-beam	Shappert Engineering Company	1	
FAI 1(90)	X2-1HB-1	Winnebago	Hwy. continuous steel WF-beam	Shappert Engineering Company	1	
FAI 1(90)	X2-1HB-2	Winnebago	Hwy. steel WF-beam	Shappert Engineering Company	1	
FAI 2(94)	49-1HB & 49-1HB-1	Lake	Hwy. precast prestressed concrete I-beams	Keno Construction Company, Inc.	2	

TABLE 24.—Continued.
GRADE SEPARATIONS—Continued.
STATE CONTRACTS.—Continued.

Route	Section	County	Type of Construction	Contractor	Number Completed 1959	Number Uncompleted
FAI 2(94)	0303-476HB	Cook	Hwy. 4-sp. welded girder	Herlihy Mid-Continent Company		
FAI 2(94)	0303-476HF	Cook	Fabrication	Allied Structural Steel Companies	----------	1
FAI 2(94)	0303-477HB	Cook	Hwy. RC box girder	Herlihy Mid-Continent Company	----------	1
FAI 2(94)	0303-478HB	Cook	Hwy. steel plate girder	Herlihy Mid-Continent Company		
FAI 2(94)	0303-478HF	Cook	Fabrication	Allied Structural Steel Companies	----------	1
FAI 2(94)	0505-401HB	Cook	Hwy. WF-beam	J. M. Corbett Company		
FAI 2(94)	0505-401HF	Cook	Fabrication	Wendnagel & Company, Inc.	1	----------
FAI 2(94)	0605-402HB	Cook	Hwy. continuous girder	Michael J. McDermott & Company		
FAI 2(94)	0605-402HF	Cook	Fabrication	Wendnagel & Company, Inc.	----------	1
FAI 2(94)	0606-403HB & 0707-404HB	Cook	Hwy. WF-beam & plate girder	Arcole Midwest Corporation		
FAI 2(94)	0606-403HF	Cook	Fabrication	Allied Structural Steel Companies	1	----------
FAI 2(94)	0707-405HB	Cook	Hwy. continuous steel WF-beams	Arcole Midwest Corporation	3	----------
FAI 2(94)	0707-406HB	Cook	Hwy. continuous steel WF-beams	Herlihy Mid-Continent Company		
FAI 2(94)	0707-406HF	Cook	Fabrication	American Bridge Division, U. S. Steel Corporation	----------	3
FAI 2(94)	0807-409HB	Cook	Hwy. continuous I-beam, composite girder, 2-sp. girder	Michael J. McDermott & Company		
FAI 2(94)	0807-409HF	Cook	Fabrication	Wendnagel & Company, Inc.	2	1
FAI 2(94)	0808-412HB	Cook	Hwy. WF-beam	J. M. Corbett Company	1	------
FAI 2(94)	0808-456SB	Cook	RR steel deck girder	Michael J. McDermott & Company		
FAI 2(94)	0808-456SF	Cook	Fabrication	Bethlehem Steel Company	----------	1
FAI 2(94)	0808-511HB	Cook	Hwy. WF-beam	W. E. O'Neil Construction Company		
FAI 2(94)	0808-511HF	Cook	Fabrication	Joseph T. Ryerson & Son, Inc.	1	----------
FAI 2(94)	0809-435 & 1010-434	Cook	RR RC tunnel	Thomas McQueen Company	----------	1
FAI 2(94)	0908-413HB	Cook	Hwy. continuous steel WF-beams	Thomas McQueen Company		
FAI 2(94)	0908-413HF	Cook	Fabrication	Vierling Steel Works	2	----------
FAI 2(94)	1009-414HB	Cook	Hwy. continuous steel girders & RR continuous steel girder substructure	Michael J. McDermott & Company	2	----------
FAI 3(55)	22-1HB	DuPage-Cook	Hwy. WF-beam	Superior Concrete Construction Company		
FAI 3(55)	22-1HF	DuPage-Cook	Fabrication	American Bridge Division, U.S. Steel Corporation	----------	1
FAI 3(55)	22-1HB-2	DuPage	Hwy. continuous WF-beams	W. E. O'Neil Construction Company		
FAI 3(55)	22-1HF-2	DuPage	Fabrication	Vierling Steel Works	----------	2

FAI 3(55)	22-1HB-3	DuPage	Hwy. precast prestressed concrete I-beam	Fred C. Rowley & Sons, Inc.		1
FAI 3(55)	22-1HB-4	DuPage	Hwy. WF-beam	Eric Bolander Construction Company		
FAI 3(55)	22-1HF-4	DuPage	Fabrication	Joseph T. Ryerson & Son, Inc.		1
FAI 3(55)	22-2HB-1	DuPage	Hwy. parallel prestressed concrete I-beams	E. H. Swenson & Son		2
FAI 3(55)	22-2HB-2	DuPage	Hwy. precast prestressed concrete I-beam	M. J. Boyle & Company	1	
FAI 3(55)	32-1HBK	Grundy-Will	Hwy. continuous WF-beam	E. H. Swenson & Son	1	
FAI 3(55)	32-1HB-1	Grundy	Hwy. continuous steel WF-beam	Powers-Thompson Construction Company	1	
FAI 3(55)	32-1HB-2	Grundy	Hwy. continuous steel WF-beam	Powers-Thompson Construction Company	1	
FAI 3(55)	99-1HB-1, 99-1HB-3	Will	Hwy. precast prestressed concrete I-beams	E. H. Swenson & Son	1	
FAI3(55), FAS 301	99-2HBK, 69-B	Will	Hwy. WF-beam	E. H. Swenson & Son	1	
FAI 4(57)	44-1HB-3	Johnson	Hwy. WF-beam, Hwy. RC box culverts	R. B. Potashnick & Regenhardt Construction Company	2	1
FAI 4(57)	46-3HB	Kankakee	Hwy. continuous steel WF-beam	Azzarelli Construction Company	1	
FAI 4(57)	91-1HB, 91-1B, 91-1B-1	Union	Hwy. parallel WF-beams	R. B. Potashnick & Regenhardt Construction Company		2
FAI 4(57)	91-1HB-2	Union	Hwy. continuous WF-beam	E. T. Simonds Const. Co. & J. D. Barter Const. Co.		1
FAI 4(57)	91-2B-1	Union	Hwy. RC box culverts	Howell Construction Company	2	
FAI 4(57)	91-2HB	Union	Hwy. continuous WF-beam	R. B. Potashnick	1	
FAI 4(57)	91-2HB-1	Union	Hwy. continuous steel WF-beam	R. B. Potashnick	1	
FAI 4(57)	91-3A	Union	Hwy. RC box culverts	J. D. Barter Const. Co. & E. T. Simonds Const. Co.		2
FAI 4(57)	91-3-1, 3A-2, 3HB-2, 106-R	Union	Hwy. deck plate girder	S. J. Groves & Sons Company	1	
FAI 4(57)	91-3A-1, 3HB-1, 3-B, 3B-2	Union	Hwy. parallel RC deck girders	Tri-State Engineering Company	2	
FAI 4(57)	91-4-1A, 4-HB-1, 4-B-1, 4-B-2	Union	Hwy. parallel WF-beams	E. T. Simonds Const. Co. & J. D. Barter Const. Co.		2
FAI 4(57)	91-4HB	Union	Hwy. continuous WF-beam	E. T. Simonds Const. Co. & J. D. Barter Const. Co.		1
FAI 4(57)	X1-6HB-3	Williamson	Hwy. RC deck girder	E. T. Simonds Const. Co. & J. D. Barter Const. Co.		1
FAI 4(57)	X1-6S & X1-6SB	Williamson	RR thru girder subway	Orr Construction Company		1
FAI4(57), FA 37	X1-7-1, X1-7HB-2 & 113R-1	Williamson	Hwy. WF-beam	Leon B. Stilley Construction Company		1
FAI 4(57)	X1-7HB	Williamson	Hwy. RC deck girder	Tri-State Engineering Company	1	
FAI 4(57)	X1-8	Williamson	Hwy. RC box culvert	R. B. Potashnick & Regenhardt Construction Company		1
FAI 5(74)	10-6HB, 6HB-2, 6HB-3, 6HB-4	Champaign	Hwy. precast prestressed concrete I-beams	Howell Asphalt Company		4
FAI 5(74)	10-6HB-1	Champaign	Hwy. precast prestressed concrete I-beam	Howell Asphalt Company		1
FAI 5(74)	10-6HB-5	Champaign	Hwy. precast prestressed concrete I-beam	Howell Asphalt Company		1

TABLE 24—Continued.
GRADE SEPARATIONS—Continued.
STATE CONTRACTS.—Continued.

Route	Section	County	Type of Construction	Contractor	Number Completed 1959	Number Uncompleted
FAI 5(74)	10-7HB, 7HB-2	Champaign	Hwy. precast prestressed concrete I-beams	General Paving Company, Inc.	2	
FAI 5(74)	10-7HB-1	Champaign	Hwy. precast prestressed concrete I-beam	Howell Asphalt Company	1	
FAI 5(74)	10-7VB	Champaign	RR parallel precast pretensioned concrete I-beams	Howell Asphalt Company	2	
FAI 5(74)	10, 92-8HB, 8HB-3	Champaign-Vermilion	Hwy. precast prestressed concrete I-beams	Howell Asphalt Company	2	
FAI 5(74)	10, 92-8HB-1	Champaign	Hwy. precast prestressed concrete I-beam	The Standard Paving Company	1	
FAI 5(74)	10, 92-8HB-4	Vermilion	Hwy. precast prestressed concrete I-beam	Culberson Construction Company	1	
FAI 5(74)	72-9-1, 9-1HB, 9-1HB-1	Peoria	Hwy. steel WF-beam & steel plate deck girder	McDougal-Hartmann Company		
FAI 5(74)	72-9-1HF, 9-1HF-1	Peoria	Fabrication	Mississippi Valley Structural Steel Company		2
FAI 5(74)	72-9-1HB-2	Peoria	Hwy. steel WF-beam & steel plate deck girder	McDougal-Hartmann Company		
FAI 5(74)	72-9-1HF-2	Peoria	Fabrication	Wendnagel & Company, Inc.	2	
FAI 5(74)	90-11-HB	Tazewell	Hwy. parallel steel deck girder	Jansen & Schaefer, Inc.	2	
FAI 5(74)	90-13-HVB	Tazewell	RR parallel steel WF-beams	McDougal-Hartmann Company		
FAI 5(74)	90-13-HVF	Tazewell	Fabrication	International Steel Company	2	
FAI 5(74)	90-14-HF	Tazewell	Fabrication for parallel steel plate deck girders	Vincennes Steel Division of Industrial Enterprises, Inc.		
FAI 5(74)	90-14HB-1	Tazewell	Hwy. steel WF-beam	Sangamo Construction Company		1
FAI 5(74)	90-14HB-2	Tazewell	Hwy. RC	D. J. Mahoney Company		1
FAI 5(74)	90-15HB-1	Tazewell	Hwy. steel WF-beam	R. A. Cullinan & Son, Inc.		2
FAI 5(74)	90-15HB-2	Tazewell	Hwy. steel WF-beam	R. A. Cullinan & Son, Inc.		1
FAI 5(74)	90-15HB-3	Tazewell	Hwy. continuous WF-beam	Sangamo Construction Company		1
FAI 5(74)	90-15HB-4	Tazewell	Hwy. steel WF-beam	R. A. Cullinan & Son, Inc.		1
FAI 5(74)	90-15VB	Tazewell	RR steel WF-beams	R. A. Cullinan & Son, Inc.		2
FAI 5(74)	92-9HB	Vermilion	Hwy. precast prestressed concrete I-beam	Howell Asphalt Company	1	
FAI 5(74)	92-9HB-1	Vermilion	Hwy. precast prestressed concrete I-beam	Howell Asphalt Company	1	

FAI 5(74)	92-9HB-2, 9HB-3	Vermilion	Hwy. precast pretensioned concrete I-beams	Howell Asphalt Company	2	
FAI5(74), FA 11	92-10, 92-10HB-3 & 36-X	Vermilion	Hwy. prestressed concrete beam	McCalman Construction Company		1
FAI 5(74)	92-10HB	Vermilion	Hwy. precast prestressed concrete I-beam	Culberson Construction Company, Inc.	1	
FAI 5(74)	92-10HB-1	Vermilion	Hwy. precast prestressed concrete I-beam	Culberson Construction Company, Inc.	1	
FAI 5(74)	92-10HB-2	Vermilion	Hwy. precast prestressed concrete I-beam	Culberson Construction Company, Inc.		1
FAI 5(74)	92-10SB	Vermilion	RR steel thru plate girder	H. H. Mass Construction Company		1
FAI 6(80)	32-2HB	Grundy	Hwy. continuous RC deck girder	Joliet Bridge & Construction Company	1	
FAI 6(80)	32-2HB-1	Grundy	Hwy. continuous RC deck girder	J. C. O'Connor & Sons, Inc.	1	
FAI 6(80)	32-2HBK & 40	Grundy	Hwy. continuous precast prestressed RC I-beam	Orr Construction Company	1	
FAI 6(80)	32-3HB	Grundy	Hwy. continuous RC deck girder	The Standard Paving Company	1	
FAI 6(80)	(32, 47)-4	Grundy-Kendall	RR steel thru plate girder subway			1
FAI 6(80)	(32, 47)4-F	Grundy-Kendall	Hwy. precast prestressed concrete I-beams Fabrication	Powers-Thompson Construction Company; American Bridge Division, U. S. Steel Corportation		6
FAI 6(80)	50-4	LaSalle	Hwy. prestressed concrete I-beams	J. P. Wetherby Construction Company		2
FAI 6(80)	50-4B, 50-4VB	LaSalle	RR parallel steel WF-beams	C. R. Meyers & Sons Company		
FAI 6(80)	50-4F, 50-4VF	LaSalle	Fabrication	Bennett Industries, Inc.		2
FAI 6(80)	99-1HB	Will	Hwy. precast prestressed concrete I-beam	Joliet Bridge & Construction Company		1
FAI 7(70)	25-3, 25-4	Effingham	Hwy. RC box culvert subways	O'Connor Construction Company		2
FAI 7(70)	25-3HB	Effingham	Hwy. WF-beams	G. H. Allen		2
FAI 7(70)	25-3HB-1	Effingham	Hwy. WF-beam	O'Connor Construction Company		
FAI 7(70)	25-3HF-1	Effingham	Fabrication	Johnston Iron Works, Inc.		1
FAI7(70), SBI 129	25-3HB-2, 107-2	Effingham	Hwy. WF-beam	Culberson Construction Company		
FAI 7(70)	25-3HF-2	Effingham	Fabrication	Bedford Foundry & Machine Company	1	
FAI 7(70)	25-3HVB-1	Effingham	RR WF-beams	Culberson Construction Company		
FAI 7(70)	25-3HVF-1	Effingham	Fabrication	Bennett Industries, Inc.		2
FAI 7(70)	25-4HB-1	Effingham	Hwy. WF-beam	Ben Harrison & Sons	1	
FAI 7(70)	25-4HB-2	Effingham	Hwy. steel WF-beam	O'Connor Construction Company		1
FAI 7(70)	25-4HVB-1	Effingham	RR WF-beams	Mautz & Oren, Inc.		
FAI 7(70)	25-4HVF-1	Effingham	Fabrication	Bennett Industries, Inc.		2
FAI 7(70)	60-6-3HB	Madison	Hwy. steel WF-beam	Hoeffken Brothers, Inc.		1
FAI7(70), FA 70	60-7HB, 117-I	Madison	Hwy. parallel WF-beams	Hoeffken Brothers, Inc.		
FAI 7(70)	60-7HF	Madison	Fabrication	Chicago Heights Steel Company		2

TABLE 24—Continued.
GRADE SEPARATIONS—Continued.
STATE CONTRACTS—Concluded.

Route	Section	County	Type of Construction	Contractor	Number Completed 1959	Number Uncompleted
FAI 7(70)	60-7HB-2	Madison	Hwy. parallel cantilever plate girders	Hoeffken Brothers, Inc.		
FAI 7(70)	60-7HF-2	Madison	Fabrication	Stupp Brothers Bridge & Iron Company		2
FAI 7(70)	60-8HB	Madison	Hwy. parallel RC slabs	Hoeffken Brothers, Inc.	2	
FAI 7(70)	60-8HB-1	Madison	Hwy. RC deck girder	Hoeffken Brothers, Inc.	1	
FAI 7(70)	60-9, 9HB, 9HB-1, 9-VB	Madison	Hwy. WF-beam & RC deck girders,		3	
			RR WF-beams	Hoeffken Brothers, Inc.	2	
FAI 7(70)	82-1HB	St. Clair	Hwy. continuous WF-beams	Keeley Brothers Contracting Company		2
FAI 7(70)	82-2HB-2	St. Clair	Hwy. WF-beams	Fruin-Colnon Contracting Company		
FAI 7(70)	82-2HF-2	St. Clair	Fabrication	Stupp Brothers Bridge & Iron Company		2
FAI 7(70)	82-5B, 82-5HB	St. Clair	Hwy. WF-beam	Gorman & Sons, Inc.		
FAI 7(70)	82-5F, 82-5HF	St. Clair	Fabrication	Illinois Steel Bridge Company		1
FAI 7(70)	82-5B-1, 82-5HB-2	St. Clair	Hwy. WF-beam	A-C Excavating Company		1
FAI 7(70)	82-5VB	St. Clair	RR steel WF-beam & deck plate girder	Fruin-Colnon Contracting Co. & H. H. Hall Construction Co.	1	
FAI 8(64)	51-23HB-1	Lawrence	Hwy. steel WF-beam	Moss Construction Company		1
FAI 8(64)	51-23HB-2	Lawrence	Hwy. WF-beam	Moss Construction Company		1
FAI 8(64)	51-23HB-3, 23HB-4, 23HB-6	Lawrence	Hwy. RC deck girder & WF-beams	G. H. Allen	1	2
FAI 8(64)	51-23VB	Lawrence	RR WF-beam	G. H. Allen		1
FAS 3	X-6SB	Lake	RR steel builtup-beam	Eric Bolander Construction Company		1
FAS 4	56R-VB	Lake	RR precast prestressed concrete I-beam	Keno Construction Company, Inc.	1	
FAS 520	277-SB	Champaign	RR steel thru plate girder subway	H. H. Mass Construction Company	1	
SA 046	0505.1-15d-I-2	Cook	Hwy. viaduct repairs	State Day Labor	1	
SA 053	2020VE-I	Cook	RR viaduct repairs	State Day Labor		1
SA 35	15-VB-R	Cook	RR precast prestressed concrete deck superstructure	Thomas M. Madden Company		1
Total State contracts for			Highway grade separations		80	81
			Highway grade separation repairs		3	2
			Railroad grade separations		28	29
			Railroad grade separation repairs		4	4

CITY OF CHICAGO CONTRACTS.

FAI 2(94)	0202.2-5B	Cook	Hwy. 2-sp. steel & concrete	M. J. Boyle & Company		1
FAI 2(94)	0202.4-1VB	Cook	RR grade separation	Kenny Construction Company		
FAI 2(94)	0202.4-1FD	Cook	Fabrication	Bethlehem Steel Company		1
FAI 2(94)	0202.4-2VB	Cook	RR grade separation sub-structure	Paschen Contractors, Inc.		
FAI 2(94)	0202.4-2FE	Cook	Fabrication & erection	U. S. Steel Corporation, American Bridge Division		1
FAI 2(94)	0303.2-1B	Cook	Hwy. 3-sp. steel & concrete	Herlihy Mid-Continent Company		
FAI 2(94)	0303.2-1BF & 0404.2-1BF	Cook	Fabrication	Wendnagel & Company, Inc.	2	
FAI 2(94)	0404.2-1B	Cook	Hwy. 4-sp. steel & concrete	Herlihy Mid-Continent Company	1	
FAI 2(94)	0404.2-2B	Cook	Hwy. 2-sp. steel & concrete	Herlihy Mid-Continent Company	1	
FAI 2(94)	0404.2-4B	Cook	Hwy. 3-sp. steel & concrete	M. J. Boyle & Company	1	
FAI 2(94)	0505.2-1B	Cook	Hwy. 3-sp. steel & concrete	M. J. Boyle & Company	1	
FAI 2(94)	0505.2-2B	Cook	Hwy. 3-sp. steel & concrete	J. M. Corbett Company	1	
FAI 2(94)	0505.3-1H	Cook	RR 25-sp. steel & concrete	James McHugh Construction Company		
FAI 2(94)	0505.3-1HF	Cook	Fabrication	The Mount Vernon Company		1
FAI 4(94)	S-2626.2-1B	Cook	Hwy. 3-sp. & 4-sp. steel & concrete	Mayfair Construction Company		2
				Total City of Chicago contracts for Highway grade separations	7	3
				Total City of Chicago contracts for Railroad grade separations	0	3

COOK COUNTY CONTRACTS.

FA 173	067-3030.2-15d	Cook	RR 8-sp. WF-beam & RC deck	Consolidated Construction Company		1
FA 173	067-3030.3-15d	Cook	RR 3-sp. ballasted deck girder	E. J. Albrecht Company		1
FA 173	067-3030.4-15d	Cook	RR 8-sp. WF-beam & RC deck	Superior Concrete Construction Company	1	
FA 173	267-1111-15d, 267-1111.1-15d, 267-1111.2-15d	Cook	Hwy. 3-sp. rigid frame, RR 3-sp. continuous deck plate girder & sup. plate girders with concrete slab	W. E. O'Neil Construction Company		1
FA 173	267-1111F-15d, 267-1111.1F-15d, 267-1111.2F-15d	Cook	Fabrication	Allied Structural Steel Companies	1	1
FA 173	267-1112-15d, 267-1212.2-15d	Cook	Hwy. 4-sp. WF-beam & RC deck and 4-sp. plate girder & RC deck	Arcole Midwest Corporation		
FA 173	267-1112F-15d, 267-1212.2F-15d	Cook	Fabrication	U. S. Steel Corporation, American Bridge Division	2	
FA 173	267-1212-15d, 267-1212.1-15d	Cook	RR 3-sp. rigid frame, Hwy. 3-sp. WF-beam & RC deck	Robert R. Anderson Company		1
FA 173	267-1212F-15d, 267-1212.1F-15d	Cook	Fabrication	Philip Zweig & Sons, Inc.	1	
FA 173	267-1213-15d, 267-1313.1-15d	Cook	Hwy. 3-sp. WF-beam & RC deck and 4-sp. plate girder & RC deck	Arcole Midwest Corporation		
FA 173	267-1213F-15d, 267-1313.1F-15d	Cook	Fabrication	Allied Structural Steel Companies	2	

TABLE 21.—Continued.
GRADE SEPARATIONS—Concluded.
COOK COUNTY CONTRACTS—Concluded.

Route	Section	County	Type of Construction	Contractor	Number Completed 1959	Number Uncompleted
FA 173	267-1313-15d, 267-1314-15d	Cook	Hwy. 4-sp. PC girder & RC deck	Arcole Midwest Corporation		
FA 173	267-1313F-15d,267-1314F-15d	Cook	Fabrication	Material Service Corporation	1	
FA 173	267-1414-15d,267-1414.1-15d, 267-1617-15d	Cook	Hwy. 4-sp. PC girders & RC decks	Arcole Midwest Corporation		
FA 173	267-1414F-15d, 267-1414.1F-15d, 267-1617F-15d	Cook	Fabrication	Material Service Corporation	3	
FA 173	267-1415.2-15d,267-1515-15d, 267-1515.1-15d,267-1616-15d	Cook	Hwy. 4-sp. PC girders & RC decks	Arcole Midwest Corporation		
FA 173	267-1415.2F-15d, 267-1515F-15d, 267-1515.1F-15d,267-1616F-15d	Cook	Fabrication	Material Service Corporation	4	
FA 173	267-0101, F-15d	Cook	RR 3-sp. deck plate girder	Lee Construction Company, Inc.		1
FA 173	267A-0101.1-15d, 267A-0101.2-15d, 267A-0101.3-15d, 267A-0101.4-15d, 267A-0101.5-15d	Cook	Hwy. 3-sp. & 4-sp. PC girders & RC decks	W. E. O'Neil Construction Company		
FA 173	267A-0101.1F-15d, 267A-0101.2F-15d, 267A-0101.3F-15d, 267A-0101.4F-15d, 267A-0101.5F-15d	Cook	Fabrication	American Marietta Company	5	
FA 173	267A-0202, F-15d	Cook	Hwy. 4-sp. PC girders & RC decks	L. B. Stranberg & Son Company, Inc.	2	
FA 173	267A-0202.1, F-15d, 267A-0202.2, F-15d	Cook	Hwy. 4-sp. deck plate girder & 5-sp. WF-beam	L. B. Stranberg & Son Company, Inc.		1
FAI 2(94)	067-3030.5-15d	Cook	Hwy. 2-sp. WF-beam & RC deck	Mayfair Construction Company, Inc.	1	
FAI 2(94)	263-0101.3-15d	Cook	Hwy. 3-sp. post-tensioned concrete girder & slab	Thomas McQueen Company	1	
FAI 2(94)	263-0101.4-15d	Cook	Hwy. 4-sp. WF-beam & RC deck	Thomas McQueen Company	1	
FAI 2(94)	263-0101.7-15d	Cook	RR 2-sp. continuous deck-plate girder	W. E. O'Neil Construction Company	1	
FAI 4(90)	066-1516-15d	Cook	Hwy. 3-sp. PC girder & RC deck	Contracting & Material Company & Kenny Construction Co.		1
FAI 4(90)	066-1616.4-15d	Cook	Hwy. 3-sp. PC girder & RC deck	Herlihy Mid-Continent Company		1

FAI 4(90)	066-1617-15d	Cook	Hwy. 3-sp. PC girder & RC deck	Contracting & Material Company & Kenny Construction Co.		1
FAI 4(90)	066-1717.3-15d	Cook	Hwy. 3-sp. PC girder & RC deck	Contracting & Material Company & Kenny Construction Co.		1
FAI 4(90)	066-1718-15d	Cook	Hwy. 3-sp. PC girder & RC deck	Contracting & Material Company & Kenny Construction Co.		1
FAI 4(90)	066-1818.3-15d	Cook	Hwy. 3-sp. PC girder & RC deck	Superior Concrete Construction Company	1	
FAI 4(90)	066-1818.4-15d	Cook	Hwy. 3-sp. PC girder & RC deck	Superior Concrete Construction Company	1	
FAI 4(90)	066-1819-15d	Cook	Hwy. 3-sp. PC girder & RC deck	Superior Concrete Construction Company		1
FAI 4(90)	066-1516F-15d, 066-1616.4F-15d, 066-1617F-15d, 066-1717.3F-15d, 066-1718F-15d, 066-1818.3F-15d, 066-1818.4F-15d, 066-1819F-15d	Cook	Fabrication	Material Service Corporation		
				Total Cook County contracts for Highway grade separations	25	8
				Total Cook County contracts for Railroad grade separations	3	5
				Grand Total—Highway grade separations	112	92
				Grand Total—Highway grade separation repairs	3	2
				Grand Total—Railroad grade separations	31	37
				Grand Total—Railroad grade separation repairs	4	4

BRIDGE PAINTING.

STATE CONTRACTS

Route or District	Section	County	Contractor	Number Completed 1959	Number Uncompleted
FAI 5(74)	10-P	Peoria-Tazewell	United Painting Contractors	1	
FA 178	1-P	LaSalle	Roseland Painting & Decorating Company, Inc.		1
Dist. 1	Painting 1958-1	Lake-DuPage-Will	Universal Structural Painting Corp.	5	
Dist. 2&3	Painting 1959-1	Stephenson-Putnam-Grundy	Chonowski Contracting		3
Dist. 4	Bridge Painting 1958-1	Fulton-Knox-Peoria-Tazewell	Chicago Decorating Company	1	
Dist. 4	Painting 1959-1	Peoria-Knox-Fulton-Woodford-Tazewell	Neumann Company Contractors, Inc.	8	1
Dist. 6	Painting 1959-1	Menard-Logan-Sangamon	Hartman-Walsh Painting Company	6	
Dist. 7	Painting 1959-1	Shelby-Effingham-Cumberland-Fayette-Marion-White-Edwards	C & G Painting Corporation	8	
Dist. 8&9	Painting 1958-1	Macoupin-Greene-Madison-St. Clair-Saline-Pope-Alexander	Paul H. Huddleston	2	
Dist. 9	Painting 1959-1	Randolph-Williamson-Franklin-Union-Johnson-Jackson	Hartman-Walsh Painting Company	10	
			Total bridges painted	41	5

TABLE 24.—Continued.
MISCELLANEOUS.
STATE CONTRACTS.

Route or District	Section	County	Type of Construction	Contractor	Per Cent Completed 1959	Per Cent Uncompleted
SBI 1	4-I	White	Special ditch	State Day Labor		100
SBI 2	(1, 4)Y, 3Y-1	Jackson-Perry	Shoulder widening	Mitchell Contracting Company	100	
SBI 2	15-A1-I	Pulaski	Channel excavation & shoulder widening	State Day Labor	100	
SBI 2	70B-I-1	LaSalle	Pier protection	Valley Builders, Inc.	100	
SBI 4	MY1-RS-T	Will	CM pipe culvert	State Day Labor	100	
SBI 5	4YRS-1-T	DuPage	Storm sewer & drainage structures	State Day Labor	100	
SBI 5	18R-B1	Stephenson	RC double box culvert	Belvidere Construction Company	100	
SBI 6, 46, SA 80	J-R-T, 463-Y-1-T, 3245-15d-Z-T	Cook	Storm sewers	Robert A. Black, Inc.	25	75
SBI 7A	B-1-I	LaSalle	Timber bridge floor	State Day Labor		100
SBI 8	(15, 16, 17, 17Ext.) Q-I	Peoria-Fulton	Reseal shoulders	State Day Labor	100	
SBI 9	46-BY	Vermilion	Box culvert extensions	O'Neil Brothers	100	
SBI 9	46-TS	Peoria	Traffic signals	J. C. Schaefer Electric, Inc.	100	
SBI 11	(22, 21)I	Fayette-Effingham	Culvert extensions	Mautz & Oren, Inc.	100	
SBI 15	6-1-I	Washington	Intersection reconstruction	The Earl Walker Company, Inc. & Marion County Const. Co.	2	0
SBI 18	9-T	Cook	Outfall sewer & pump house	Kenny Construction Company		100
SBI 18	9-W	Cook	Building removal	Best Wrecking Company	100	
SBI 20	14X-I	McHenry	Sidewalk replacement	State Day Labor	100	
SBI 25	30-X-2, 31-X-I	Champaign-Ford	Installation of crystal delineators & posts	State Day Labor		100
SBI 44, FA 18	15X-DM-1, 11X-2DM-1	Kankakee	Building removal	Best Wrecking Company, Inc.	100	
SBI 46	464-I	Cook	Bituminous undersealing	State Day Labor		100
SBI 51	102-Y-1-TS & 102-X-Y-1-TS	Cook	Traffic signals	G. A. Rafel & Company, Inc.	100	
SBI 54	541-T-1	Cook	Storm sewer	Contracting & Material Company	5	0
SBI 55	551-W	Cook	Building removal	Atlas Wrecking Company, Inc.	100	
SBI 55	551-Y-TS	Cook	Traffic signals	G. A. Rafel & Company, Inc.	25	75
SBI 55	551-Y-1-TS	Cook	Traffic signals	G. A. Rafel & Company, Inc.	75	0
SBI 57	104-I	Lake	Ramp construction	Eric Bolander Construction Company	100	
SBI 60	(B-119-X-Y, B-119-Y)TS	Cook	Traffic signals	L & S Construction Company	80	20
SBI 100	118-BR	Pike	Box culvert	State Day Labor	100	
SBI 115	106-I	Ford	Private entrance bridge	State Day Labor	100	
SBI 125	SR-I	Sangamon	Township road relocation	State Day Labor	100	
SBI 126	109-T	Sangamon	Storm sewers	Sangamo Construction Company	30	0
SBI 128	101-FL	Shelby	RR crossing reconstruction	State Day Labor	100	

SBI 142A	102-I	Hamilton	Channel change & special ditch	State Day Labor	100	
SBI 149	105-T	Franklin	Storm sewers	State Day Labor	100	
SBI 150	138W-DM	Alexander	Building removal	State Day Labor	100	
SBI 151	114X-I	Jackson	Reconstruct approach to Ill. Rte. 43	State Day Labor		100
FA 5	7X3-TS	Livingston	Traffic signals	Cephas Williams Company	100	
FA 5	22XD-2	Logan	A-3 on frontage road	State Day Labor	70	30
FA 5	22XD-3	Logan	Gr. or cr. stn. frontage road	State Day Labor	70	30
FA 13,149, 160,SB 86	2-2Q, 7-Q, 15-Q3, 107-Q1, 1-Q	Lawrence-Clay-Marion-Jefferson	A-1 or A-2 seal coat	State Day Labor	100	
FA 13, SBI 130, 12	126-TS, 1-X-1TS, 2-2TS	Edwards-Lawrence	Traffic signals	Champaign Asphalt Company	100	
FA 14, SBI 13	12-HL	Jackson	Highway lighting	Cunningham Electric Company	100	
FA 14	(1X-1)HL, TS	Williamson	Highway lighting & traffic signals	Cunningham Electric Company		100
FA 26	140-TS-1	Kankakee	Traffic signals	Triangle Construction Company	100	
FA 42	3128-Z-T	Cook	Storm sewers	Boncar Construction Company	100	
FA 42	3128-Z-Y-TS	Cook	Traffic signal	G. A. Rafel & Company, Inc.	100	
FA 49	19X-2-I	Sangamon	Reshape slopes	State Day Labor	100	
FA 77	87B-1K-I	Will	Concrete crib wall	State Day Labor	100	
FA 79	2-I	Scott	Pipe culvert installation	State Day Labor	100	
FA 99, 121	3239-B-X-Z-T	Cook	Storm sewers	Louis Scully & Sons	40	0
FA 120	9-DM	Peoria	Building removal	Roy G. Frietsch	100	
FA 121	3239-BXZY-TS	Cook	Traffic signals	G. A. Rafel & Company, Inc.		100
FA 132	414-I	Monroe	Pipe culvert or structural steel plate lining	Jack Finley Company & Calhoun County Contracting Corporation	100	
FA 133	2025-1	Cook	PCC median	J. M. Corbett Company	100	
FA 154	13XB-I	Bureau	Removal of bridge superstructure	State Day Labor	100	
FA 161	(15 & 15-1)I	DeWitt	Concrete gutter	State Day Labor		100
FA 172	13-HB-I	Peoria	Pedestrian overpass repairs	State Day Labor	100	
FA 194	5-1	Winnebago	Temporary connection to Toll Highway	Anderson Brothers Contractors	100	
FAI 1(90)	X2-1-SG	Winnebago	Traffic signs	Chain-Link Fence Corporation	10	90
FAI 1(90)	100-T	Cook	Storm sewers & drainage structures	Kenny Construction Company	100	
FAI 1(90)	2527-108.1	Cook	Reconstruction for frontage road	J. M. Corbett Company	100	
FAI 1(90)	2527-108.1 (Part II)	Cook	Reconstruction for frontage road	J. M. Corbett Company	50	50
FAI 1(90)	2527-109LS	Cook	Landscaping	Midwest Landscape Associates	75	25
FAI 1(90)	2530-SR-1	Cook	Shoulder reconstruction	Municipal Paving Company	99	0
FAI 1(90)	3030-233.2	Cook	Temporary RR relocation	L. A. Albergo Construction Company	5	0
FAI 1(90)	3033-233.2	Cook	Temporary RR relocation	L. A. Albergo Construction Company	5	0
FAI 1(90)	3132-222.1RW	Cook	Retaining walls	M. J. Boyle & Company	45	0

TABLE 24.—Continued.
MISCELLANEOUS—Continued.
STATE CONTRACTS—Continued.

Route or District	Section	County	Type of Construction	Contractor	Per Cent Completed 1959	Per Cent Uncompleted
FAI 1(90)	3133-241	Cook	Permanent RR relocation	L. A. Albergo Construction Company	70	30
FAI 1(90)	3232-210PB	Cook	Pedestrian overpass	Robert R. Anderson Company		
FAI 1(90)	3232-210PF	Cook	Fabrication	Wendnagel & Company, Inc.	----------	100
FAI 1(90)	3333-204(T)	Cook	Relocation of storm sewers, water mains, etc.	Rossetti Contracting Company, Inc.	100	----------
FAI 1(90)	3333-235T	Cook	Sewer siphon & water main	George D. Hardin	10	0
FAI 2(94)	49-1SG	Lake	Traffic signs & delineators	Chain-Link Fence Corporation	----------	100
FAI 2(94)	0203-148W	Cook	Building removal	Midwest Wrecking Company	5	0
FAI 2(94)	0405-RRR, Part 1	Cook	Interlocking tower	E. H. Marhoefer, Jr. Company	100	----------
FAI 2(94)	0405-RRR, Part 2	Cook	Relocation of North Ave. team yard	Keno Construction Company, Inc.	80	20
FAI 2(94)	0707-457PB	Cook	Pedestrian underpass & water main gallery	Keno Construction Company, Inc.	100	----------
FAI 2(94)	1005-459L	Cook	Highway lighting	White City Electric Company	5	95
FAI 3(55)	32-1-I	Grundy	Gravel shoulders	Powers-Thompson Construction Company	100	----------
FAI 3(55)	32-1-I-1	Grundy	Gravel shoulders	Powers-Thompson Construction Company	100	----------
FAI 3(55)	(84-2, 84-3)I	Sangamon	Filling excavations & underground fuel tank removal	State Day Labor	----------	100
FAI3(55), FA 23	99-1AC-1, 14-I	Will	One interchange & frontage roads	Eric Bolander Construction Company	100	----------
FAI 3(55)	99-2AC-1	Will	A-3 on frontage roads	Brown & Lambrecht Earthmovers, Inc.	----------	100
FAI 3(55)	99-2AC-2	Will	A-3 on frontage roads	R. W. Dunteman Company	100	----------
FAI 3(55)	99-2AC-3	Will	A-3 on frontage roads	Starr Engineering Company	100	----------
FAI 3(55)	99-2AC-4	Will	Concrete ramps & frontage road	Eric Bolander Construction Company	----------	100
FAI 3(55)	99-2-I	Will	B-5 intersection improvement	State Day Labor	100	----------
FAI 4(94)	2020RW-01W	Cook	Building removal	Atlas Wrecking Company	100	----------
FAI 4(94)	2020RW-02W	Cook	Building removal	Atlas Wrecking Company	100	----------
FAI 4(94)	2021RW-03W	Cook	Building removal	Atlas Wrecking Company	100	----------
FAI 4(94)	2021RW-04W	Cook	Building removal	Atlas Wrecking Company	100	----------
FAI 4(94)	2121RW-05W	Cook	Building removal	Atlas Wrecking Company	90	0
FAI 4(94)	2122RW-06W	Cook	Building removal	Speedway Wrecking Company	90	10
FAI 4(94)	2222RW-07W	Cook	Building removal	State Wrecking Company, Inc.	90	10
FAI 4(94)	2223RW-08W	Cook	Building removal	Harvey Wrecking Company	90	10

FAI 5(74)	10-L	Peoria-Tazewell	Highway & navigation lighting	J. C. Schaefer Electric, Inc.	98	0
FAI 5(74)	72-8DM-2	Peoria	Building removal	Roy Frietsch	100	----------
FAI 5(74)	72-8DM-3, 90-14DM-1, 106-DM-1	Peoria-Tazewell-Woodford	Building removal	Roy Frietsch	58	0
FAI 5(74)	72-8DM-4	Peoria	Building removal	Roy Frietsch	100	----------
FAI 5(74)	72-8DM-5	Peoria	Building removal	Charles M. Herr	48	52
FAI 5(74)	90-11-I	Tazewell	Slope wall	McDougal-Hartmann Company	96	4
FAI 5(74)	(90-11, 13)HL, 12-HL	Tazewell	Highway lighting	J. C. Schaefer Electric, Inc.	35	65
FAI 5(74)	90-14B	Tazewell	RC box culvert	Jansen & Schaefer, Inc.	100	----------
FAI 5(74)	90-14DM-2	Tazewell	Building removal	C. A. Powley Company	100	----------
FAI 5(74)	90-14DM-3	Tazewell	Building removal	Roy G. Frietsch	57	43
FAI 5(74)	92-9B-1	Vermilion	Multiple box culvert	Culberson Construction Company	100	----------
FAI 7(70)	25-4B-1	Effingham	Triple RC box culvert	Ben Harrison & Sons	100	----------
FAI 7(70)	(82-1, 82-2)T & 82-2T	St. Clair	Storm sewers	Fruin-Colnon Contracting Company	40	60
FAI 7(70)	(82-1, 82-2)T-1	St. Clair	Pumping station	Fruin-Colnon Contracting Company	17	83
FAI 7(70)	(82-1, 82-2)DM-8	St. Clair	Building removal	Hayden Lumber & Wrecking Company	100	----------
FAI 7(70)	(82-1, 82-2)DM-9	St. Clair	Building removal	Hayden Lumber & Wrecking Company	100	----------
FAI 7(70)	(82-1, 82-2)DM-10	St. Clair	Building removal	A. H. Seebold Truck Service & Excavating Company	100	----------
FAI 9(90)	0909-703L	Cook	Highway lighting	Wood Electrical Construction, Inc.	100	----------
FAI 9(90)	0911-706.1	Cook	PCC on frontage road	Calumet Coal Company	100	----------
FAS 204	24-B	Whiteside	Box culverts	The Gould Construction Company	100	----------
FAS 483	2-Q1B	DeWitt	Box culvert	West Construction Company	100	----------
FAS 540	(7S, 8, 28W)-2	Piatt	Lincoln-Douglas monument	State Day Labor	100	----------
FAS 660	14-1B	Moultrie	Box culvert	Goodwin-McElroy, Inc.	100	----------
SA 3	E-15d-I	Morgan	Bridge floor	State Day Labor	----------	100
SA 6, 4A	17C-I	Williamson	Channel change	State Day Labor	100	----------
SA 11	11-T	Sangamon	Special ditch construction	State Day Labor	----------	100
SA 16	47-Y-I	Lake	Accelerating & decelerating lanes	State Day Labor	100	----------
SA 142	142-0304-SS	Cook	PCC driveway pavement	W. J. Sheppard & Company	100	----------
Senate Bill 275	1-LS	Jackson	Landscaping	Fred Philips	100	----------
Dist. 1	Bit. Surf. Treatment & Seal Coat 1959-2	Will-DuPage	Seal coat & A-3, A-2 on frontage roads	State Day Labor	----------	100
Dist. 1	Bit. Surf. Treatment & Seal Coat 1959-3	Will	Seal coat & A-3, A-2 on frontage roads	State Day Labor	----------	100
Dist. 1	Mowing 1959-1	Lake	Mowing	Shoreland Nursery	100	----------
Dist. 1	Mowing 1959-2	Lake	Mowing	Shoreland Nursery	100	----------
Dist. 1	Mowing 1959-3	DuPage	Mowing	William H. Bleck, Jr.	100	----------
Dist. 1	Mowing 1959-4	Will	Mowing	William H. Bleck, Jr.	100	----------
Dist. 1	Weed Control Spraying 1959-1	Lake-McHenry	Roadside spraying	Shoreland Nursery	100	----------
Dist. 1	Weed Control Spraying 1959-2	Boone-DeKalb-Kane-Kendall	Roadside spraying	Anderson Tree Service	100	----------

TABLE 24.—Continued.
MISCELLANEOUS—Continued.
STATE CONTRACTS—Continued.

Route or District	Section	County	Type of Construction	Contractor	Per Cent Completed 1959	Per Cent Uncompleted
Dist. 1	Weed Control Spraying 1959-3	Will-DuPage	Roadside spraying	Shoreland Nursery	100	
Dist. 1	Grading 1959-1	Lake	Intermittent shoulder grading	State Day Labor	100	
Dist. 1	Grading 1959-2	Lake	Right-of-way grading	State Day Labor		100
Dist. 1	Traffic Signals 1959-1	DuPage	Traffic signals	Meade Electric Company, Inc.	100	
Dist. 2	Weed Control Spraying 1959-1	Rock Island-Henry-Lee-Whiteside-DeKalb	Roadside spraying	Anderson Tree Service	100	
Dist. 2	Weed Control Spraying 1959-2	Ogle-Stephenson-Carroll-Winnebago	Roadside spraying	Anderson Tree Service	100	
Dist. 2, 3, 4 & 6	Cinder Hauling 1959-1	Various	Cinder hauling	Koch Motor Sales & Chillicothe Carthage	100	
Dist. 3	Bit. Seal Coat 1959-1, 1959-2, 1959-3	McLean-Grundy-Livingston	Seal coat on service drives & shoulders	State Day Labor		100
Dist. 3	Bituminous Undersealing 1959-1	Iroquois-Kankakee-McLean	Undersealing	State Day Labor	100	
Dist. 3	Bridge Rail Repairs 1959-1	Livingston-Iroquois	Repair & replace bridge rails	State Day Labor		100
Dist. 3	Guardfence Replacement 1959-1	Grundy-Iroquois-LaSalle-Livingston-McLean	Metal guardrail	State Day Labor	100	
Dist. 3	Maintenance Storage Parking Area Improvements 1959-1	Ford	Surfacing of maint. storage parking area	State Day Labor	100	
Dist. 4	Headwall Removal 1959-1	Henderson-McDonough-Fulton-Hancock-Putnam-Mercer-Tazewell-Knox-Stark	Concrete headwall removal	State Day Labor	74	26
Dist. 4	Guardrail Reconstruction 1959-1	Fulton-Hancock-Henderson-Knox-Woodford-Stark-Tazewell-Marshall-Mercer-McDonough-McLean-Peoria-Warren	Steel plate beam guardrails	State Day Labor	100	
Dist. 4	Weed Control Spraying 1959-1	Fulton-Knox-McDonough-Peoria-Schuyler-Tazewell	Roadside spraying	Shur-Deth Exterminators	100	
Dist. 4	Patching 1959-3	Tazewell	PCC patching	D. J. Mahoney Company	100	
Dist. 4	Mailbox Turnouts 1959-1	Peoria	Standard mailbox turnouts	State Day Labor	100	
Dist. 5	Paved Ditch Repairs 1958-1	Vermilion-Coles	Paved ditch repairs	State Day Labor	65	0
Dist. 5	Building Site Improvement 1958-1	Edgar	Headquarters ground improvement	State Day Labor	70	0
Dist. 5	Headquarters Bldg. Driveways & Parking Lots 1959-1	Edgar	Surfacing of driveways & parking lots	Frank C. Feutz Company	85	15

Dist. 5	Culvert Barrel Extension 1959-1	Cumberland	Box culvert barrel extension	State Day Labor		100
Dist. 5	Headwall Removal 1959-1	Douglas-Edgar-Clark-Cumberland-DeWitt	Concrete headwall removal	State Day Labor	75	25
Dist. 5	Bit. Seal Coat 1959-1	Champaign-Clark-Edgar-Cumberland-Vermilion	A-1 seal coat	O & M Construction Company	100	
Dist. 5	Concrete Patching 1959-1	Cumberland-Douglas	PCC patching	State Day Labor	100	
Dist. 5	Weed Control Spraying 1959-1	Edgar-Clark-Douglas-Coles-Cumberland-Champaign	Roadside spraying	Shur-Deth Exterminators	100	
Dist. 5	Weed Control Spraying 1959-2	DeWitt-Piatt-Macon-Shelby Moultrie-McLean-Christian-Logan-Coles-Douglas	Roadside spraying	Shur-Deth Exterminators	100	
Dist. 5	Culvert Placement 1959-1	Vermilion	Concrete culvert pipe	State Day Labor	100	
Dist. 5	Bit. Undersealing 1959-1	DeWitt-Piatt-Champaign-Vermilion	Undersealing	State Day Labor	100	
Dist. 5	Bit. Undersealing 1959-2	Vermilion	Undersealing	State Day Labor	100	
Dist. 5	Grading & Drainage 1959-1	Macon-Piatt-DeWitt	Shoulder grading & cleaning culverts	State Day Labor	100	
Dist. 5	Guardrail Reconstruction 1959-1	Vermilion	Steel plate beam guardrail	State Day Labor		100
Dist. 6	Patching 1958-2	Cass-Mason-Morgan-Pike Sangamon	PCC patching	State Day Labor	25	0
Dist. 6	Bit. Undersealing 1958-2	Schuyler	Undersealing	State Day Labor	50	0
Dist. 6	Bit. Undersealing 1959-1	Morgan-Schuyler	Undersealing	State Day Labor	100	
Dist. 6	Traffic Control Signals 1958-1	Sangamon	Traffic signals	R. Dron Electrical Company, Inc.	100	
Dist. 6	Bridge Rail Reconstruction 1958-1	Sangamon-Morgan	Reconstruct bridge rails	State Day Labor	100	
Dist. 6	Road Guard 1959-1	Sangamon-Christian-Macon-Logan-Morgan-Tazewell-Cass-Schuyler-Fulton-Pike-Adams	Steel plate beam guardrail	State Day Labor	100	
Dist. 6	Weed Control Spraying 1959-1	Logan-Mason-Menard-Sangamon-Tazewell	Roadside spraying	Shur-Deth Exterminators	100	
Dist. 6	Weed Control Spraying 1959-2	Cass-Mason-Menard-Morgan-Sangamon-Scott	Roadside spraying	Shur-Deth Exterminators	100	
Dist. 6	Weed Control Spraying 1959-3	Christian-Macon-Macoupin-Montgomery-Morgan-Sangamon	Roadside spraying	Shur-Deth Exterminators	100	
Dist. 6	Weed Control Spraying 1959-4	Pike-Adams-Brown- Schuyler-Hancock	Roadside spraying	Shur-Deth Exterminators	100	
Dist. 6	Drainage System & Parking Area Improvement 1959-1	Sangamon	Reconstruction of parking lot & drainage system	State Day Labor	95	5
Dist. 7	Weed Control Spraying 1959-1	Edwards-Gallatin-Hamilton-Lawrence-Richland-Wabash-Wayne-White-Jefferson	Roadside spraying	Shur-Deth Exterminators	100	
Dist. 7	Weed Control Spraying 1959-2	Coles-Cumberland-Effingham-Fayette-Jasper-Marion-Clay-Richland-Wayne-Crawford-Shelby	Roadside spraying	Shur-Deth Exterminators	100	
Dist. 7	Bit. Undersealing 1959-1	Crawford-Edwards-Lawrence-Wabash-Wayne-White	Undersealing	State Day Labor	100	

TABLE 24.—Continued.
MISCELLANEOUS.—Continued.
STATE CONTRACTS.—Concluded.

Route or District	Section	County	Type of Construction	Contractor	Per Cent Completed 1959	Per Cent Uncompleted
Dist. 8	Guardrails 1958-1	Bond-Clinton-Greene-Macoupin-Madison-Montgomery-St. Clair	Metal plate guardrails	State Day Labor	1	0
Dist. 8	Guardrail Reconstruction 1959-1	Clinton-Macoupin-Madison-Montgomery-St. Clair-Washington	Steel plate beam guardrail	State Day Labor		100
Dist. 8	Weed Control Spraying 1959-1	Bond-Clinton-Madison-Jersey-Macoupin-St. Clair-Greene-Jefferson-Montgomery-Washington	Roadside spraying	Shur-Deth Exterminators	100	
Dist. 8	Seal Coat 1959-1	Madison	Seal coat on frontage roads	State Day Labor	40	60
Dist. 8	Office Site Resurf. 1959-1	St. Clair	Paving of driveways & parking lots	Keeley Brothers Contracting Company		100
Dist. 9	Emergency Pavement Patching 1959-1	Jackson-Perry-Randolph	PCC patching	State Day Labor	96	4
Dist. 10	E. S. M. 1958-1	Cook	Sewer maintenance	Shur-Deth Exterminators	30	0
Dist. 10	E. S. M. 1958-2	Cook	Sewer maintenance	Shur-Deth Exterminators	40	0
Dist. 10	E. S. M. 1958-3	Cook	Sewer maintenance	Shur-Deth Exterminators	20	0
Dist. 10	Traffic Signals 1956-1	Cook	Traffic signals	Wood Electrical Construction, Inc.	15	5
Dist. 10	Traffic Signals 1958-3	Cook	Traffic signals	L & S Construction Company	15	0
Dist. 10	Traffic Signals 1958-4	Cook	Traffic signals	L & S Construction Company	40	35
Dist. 10	Traffic Signals 1958-5	Cook	Traffic signals	Mead Electrical Company, Inc.	80	20
Dist. 10	Expressway Traffic Signals 1958-1	Cook	Traffic signals	Wood Electrical Construction, Inc.	100	
Dist. 10	Traffic Signals 1959-1	Cook	Traffic signals	H-H Electric Company	100	
Dist. 10	Traffic Signals 1959-2	Cook	Traffic signals	L & S Construction Company	35	65
Dist. 10	Traffic Signals 1959-3	Cook	Traffic signals	G. A. Rafel & Company, Inc.	45	55
Dist. 10	Traffic Signals 1959-4	Cook	Traffic signals	L & S Construction Company		100
Dist. 10	Traffic Signals 1959-5	Cook	Traffic signals	L & S Construction Company		100
Dist. 10	Steel Plate Beam Guardrail Reconstruction 1959-1	Cook	Steel plate beam guardrails	State Day Labor	100	
Dist. 10	P. B. R. 1958-1	Cook	Pedestrian barrier repair	Midwest Fence Corporation	100	
Dist. 10 (FAI 90)	P. B. R. 1959-1	Cook	Pedestrian barrier repair	Midwest Fence Corporation	20	80
Dist. 10 (FAI 94)	P. B. R. 1959-2	Cook-Lake	Pedestrian barrier repair	Midwest Fence Corporation	10	
Dist. 10	Expressway Traffic Signs 1958-1	Cook	Traffic signs	Federal Sign & Signal Corporation	75	

Dist. 10	Shouldering & Ditching 1958-3	Cook	Grading shoulders & ditches	Collin D. Gray	35	0
Dist. 10	Landscape Maintenance 1959-1	Cook	Landscaping	Otto Damgaard	100	----------
Dist. 10	Mowing Maintenance 1959-1	Cook	Mowing	Shoreland Nursery	100	----------
Dist. 10	Mowing Maintenance 1959-2	Cook	Mowing	Shoreland Nursery	100	----------
Dist. 10	Mowing Maintenance 1959-3	Cook-Will	Mowing	Shoreland Nursery	100	----------
Dist. 10	Mowing Maintenance 1959-4	Cook	Mowing	Otto Damgaard	100	----------
Dist. 10	Mowing Maintenance 1959-5	Cook	Mowing	Shoreland Nursery	100	----------
Dist. 10	Mowing Maintenance 1959-6	Cook	Mowing	Shoreland Nursery	100	----------
Dist. 10	Mowing Maintenance 1959-7	Cook	Mowing	Midwest Landscape Associates	100	----------
Dist. 10	Weed Control Spraying 1959-1	Cook-Lake-Will	Roadside spraying	Shoreland Nursery	100	----------
Dist. 10	Weed Control Spraying 1959-4	Cook	Roadside spraying	Shur-Deth Exterminators	100	----------
Dist. 10	Weed Control Spraying 1959-5	Cook	Roadside spraying	Shur-Deth Exterminators	100	----------
	MacArthur Storage Yard Permanent Ground Improvements	Sangamon	Ground improvements	State Day Labor	5	0
	Maintenance Storage Yard—Princeton	Bureau	Removal & re-erection of building	State Day Labor	40	0
	1959-10 Service Drive	Cook	I-11 service drive	Robert A. Black, Inc.	100	----------
	Alterations & Improvements to Day Labor Storage Building	Sangamon	Day labor storage building improvements	State Day Labor	50	50

CITY OF CHICAGO CONTRACTS.

FAI 1(90)	2525.2-3B	Cook	Extension to Halsted St. hwy. grade separation	Paschen Contractors, Inc.	85	0
FAI 1(90)	2527.9-1W & 3W	Cook	Removal of contact rail & incline structures	Cuyahoga Wrecking Company	100	----------
FAI 1(90)	2527.9-2W	Cook	Removal of track work	Harvey Wrecking Company	10	0
FAI 2(94)	0102.6-1TC	Cook	Traffic signs	National Advertising Company	100	----------
FAI 2(94)	0202.8-1D	Cook	Sewer alterations & discharge conduit	Santucci Construction Company	25	0
FAI 2(94)	0202.8-2D	Cook	Main drain	Pietro Scalzitti Company	5	0
FAI 2(94)	0202.8-3D	Cook	Pumping station	E. H. Marhoefer, Jr. Company	90	0
FAI 2(94)	0305.9-1W, 2W, 5W, 6W, 7W	Cook	Building removal	Harvey Wrecking Company, Inc.	10	0
FAI 2(94)	0305.9-11W	Cook	Building removal	Atlas Wrecking Company	10	0
FAI 2(94)	0305.9-12W	Cook	Building removal	Accurate Wrecking & Lumber Company	10	0
FAI 2(94)	0305.9-13W, 15W	Cook	Building removal	Harvey Wrecking Company, Inc.	10	0
FAI 2(94)	0305.9-14W	Cook	Building removal	State Wrecking Company	10	0
FAI 2(94)	0404.5-1R	Cook	Retaining wall & embankment	Consolidated Construction Company	40	0

TABLE 24—Concluded.
MISCELLANEOUS—Concluded.
CITY OF CHICAGO CONTRACTS.—Concluded.

Route	Section	County	Type of Construction	Contractor	Per Cent Completed 1959	Per Cent Uncompleted
FAI 3(94)	2526.9(2, 4)W	Cook	Building removal	Bosley Wrecking Company	20	0
FAI 3(94)	2526.9-3W	Cook	Building removal	State Wrecking Company, Inc.	5	0
FAI 3(94)	2526.9-5W	Cook	Building removal	Harvey Wrecking Company, Inc.	10	0
FAI 3(94)	2526.9-6W	Cook	Building removal	State Wrecking Company, Inc.	100	
FAI 4(94)	S-2323.9-1W	Cook	Building removal	Harvey Wrecking Company, Inc.	95	5
FAI 4(94)	S-2323.9-2W & 3W	Cook	Building removal	Midwest Wrecking Company	85	15
FAI 4(94)	S-2323.9-4W	Cook	Building removal	State Wrecking Company, Inc.	25	75
FAI 4(94)	S-2323.9-5W	Cook	Building removal	Harvey Wrecking Company, Inc.	35	65
FAI 4(94)	S-2323.9-6W	Cook	Building removal	Harry R. Wensley Company	95	5
FAI 4(94)	S-2424.9-1W	Cook	Building removal	State Wrecking Company, Inc.	40	60
FAI 4(94)	S-2424.9-(2W, 3W)	Cook	Building removal	Midwest Wrecking Company	5	95
FAI 4(94)	S-2425.9-1W	Cook	Building removal	Harvey Wrecking Company, Inc.	30	70
FAI 4(94)	S-2425.9-2W & 3W	Cook	Building removal	Midwest Wrecking Company	35	65
FAI 4(94)	S-2425.9-4W	Cook	Building removal	State Wrecking Company, Inc.	45	55
FAI 4(94)	S-2426.8-2D	Cook	Sewer system	Kenny Construction Company		100

COOK COUNTY CONTRACTS.

FA 7	062-3838.5-15d	Cook	Landscaping	Midwest Landscape Associates	80	20
FA 173	267-1014-15d	Cook	Bituminous shoulders	Contracting & Material Company		100
FA 173	267-1315-15d	Cook	Highway lighting	G. A. Rafel & Company, Inc.	20	80
FA 173	267-1417(B)-15d, 267A-0102.1-15d	Cook	Main drain	John C. Tully Company	50	0
FA 173	267-1417E-CF, 267A-0102.1-CF	Cook	Pumping station	L. B. Strandberg & Son, Inc.		100
FA 173	267-1417.1-15d	Cook	Bituminous shoulders	Contracting & Material Company		100
FA 173	267-1517.2-15d, 267A-0102.2-15d	Cook	Highway lighting	H-H Electric Company		100
FAI 1(90)	062-2727.3-15d	Cook	Removal of barrier islands	Marquette Construction Company	100	
FAI 1(90)	062-3334.2-15d	Cook	Water main	J. M. D. Sewer Construction, Inc.	10	0
FAI 1(90)	062-3334.4-15d, 062-3738.3-15d	Cook	Highway lighting	White City Electric Company	80	20
FAI 1(90)	062-3334.5-15d	Cook	Landscaping	Shoreland Nursery	20	80

FAI 1(90)	062-3334.8-15d, 062-3738.5-15d	Cook	Bituminous shoulders	Contracting & Material Company		100
FAI 1(90)	062-3738.4-15d	Cook	Landscaping	Midwest Landscape Associates	80	20
FAI 2(94)	263-0101.11-15d, 267-1010.2-15d	Cook	Highway lighting	A. A. Electric Company	40	60
FAI 2(94)	263-0101.14-15d, 267-1010.1-15d	Cook	Landscaping	National Landscaping Company	50	50
FAI 2(94)	263-0101.16-15d, 267-1010.3-15d	Cook	Bituminous shoulders	Contracting & Material Company		100
FAI 3(55)	207-1616.1B-CF	Cook	Building removal	Russell Brothers		100
FAI 4(90)	066-1516.2A-15d	Cook	Building removal	Speedway Wrecking Company	5	0
FAI 4(90)	066-1717.1A-15d	Cook	Building removal	Speedway Wrecking Company	10	0
FAI 4(90)	066-1717.2A-15d	Cook	Building removal	Cleveland Wrecking Company of Cincinnati	10	0
FAI 4(90)	066-1818.1A-15d	Cook	Building removal	Cleveland Wrecking Company of Cincinnati	12	0
FAI 4(90)	066-1819.1-15d	Cook	Main drain & pumping station	John Doherty Company	15	0
FAI 4(90)	066-1919.1A-15d	Cook	Building removal	Cleveland Wrecking Company of Cincinnati	20	80
FAI 4(90)	066-1919.2A-15d	Cook	Building removal	Harvey Wrecking Company, Inc.	20	80
FAI 4(57)	068-2323.4A-15d	Cook	Building removal	Best Wrecking Company, Inc.	40	60
FAI 4(57)	068-2323.5A-15d	Cook	Building removal	Speedway Wrecking Company	10	90
FAI 4(57)	068-2323.6A-CF	Cook	Building removal	Harvey Wrecking Company, Inc.		100
FAI 9(90)	066-0204-15d, 193-2324-15d	Cook	Highway lighting	A. A. Electric Company	100	
FAI 9(90)	066-0405.3-15d	Cook	Interchange ramps & frontage roads	Frenzel Brothers Company	100	
FAI 9(90)	066-1213.4A-CF	Cook	Pumping station	Herlihy Mid-Continent Company		100
FAI 9(90)	066-1213.4C-15d	Cook	Main drain	S. A. Healy Company	5	95
FAI 9(90)	066-1313.1A-15d	Cook	Building removal	Russell Brothers	10	90
FAI 9(90)	066-1316-15d	Cook	Main drain	John Doherty Company	65	35
FAI 9(90)	066-1414.2A-15d, 066-1415.1A-15d	Cook	Building removal	Best Wrecking Company, Inc.	50	50
SA 062	062-3334.3A-15d	Cook	Relocation of fixed rail mass transit facilities	L. A. Albergo Construction Company	100	

VII. MATERIALS

1. GENERAL.—The function of the Bureau of Materials is to inspect and test all materials used in highway construction and maintenance; conduct surveys and studies of materials and material sources; develop new methods of sampling and testing; design and construct new testing equipment; prepare specifications for materials, and for tools and supplies used for general highway maintenance purposes and in the production of concrete and bituminous mixtures; check and supervise the design, proportioning, and control of concrete, bituminous, and soil-cement mixtures; conduct investigational studies of the effect of materials, weather, and soils on highway structures; and perform the photographic, photostatic, and various other services for the Division.

The work of this Bureau is divided into four sections, namely: the physical tests section, the chemical tests section, the mixture control and soil section, and the Chicago Branch Laboratory. The branch laboratory is responsible for chemical and physical tests of materials originating in the Chicago area and for bituminous mixtures control and soil testing in District 10.

The Bureau maintains resident chemists at refineries and obtains cement samples from commercial samplers, but aside from this, plant inspection of materials is a direct function of the district offices. However, field engineers operating out of the central Bureau maintain uniformity in inspection practices. These general inspectors also contact the various projects to check the equipment and quality of the work and to maintain uniformity of the proportioning practices.

2. SAMPLES AND TESTS.—Table 25 shows the number of samples tested in the laboratories of the Bureau of Materials during 1959. The samples representing the large variety of maintenance tools and supplies inspected and tested by this Bureau are not shown in this table.

3. INSPECTION—Experience has shown that the inspection of materials at their source provides better control of quality, expedites the work, and prevents delays incident to rejections on the projects. Therefore, if the volume of the work, the nature of the materials, and other conditions warrant, inspection is performed at the source of supply; otherwise, it is made at destination or in the laboratories.

When materials originate in another state, arrangements are sometimes made with the state highway department in that state or with a recognized commercial testing laboratory to submit samples to this Bureau. The states in the Mississippi Valley by reciprocal agreement perform this service for one another at cost.

TABLE 25.—SAMPLES TESTED IN THE LABORATORIES DURING 1959.

Materials	Number of Samples Tested				
	Preliminary	Acceptance	Check	Quality	Total
Aggregate				700	700
Bituminous materials:					
asphalt, emulsified	3	25	4	61	93
asphalt, liquid (MC-RC-WP)	12	144	148	205	509
asphalt, liquid (SC)		255	7	171	433
asphalt, paving and filler	6	141	2,415	246	2,808
joints and planks		57		170	227
mixtures (composition)				2,467	2,467
mixtures (density)				1,893	1,893
road oil		78	9	264	351
tar		14		81	95
Calcium chloride		98			98
Castings, gray iron				43	43
Catch basin blocks		6		30	36
Cement		13,352		11	13,363
Concrete cylinders and cores				10,327	10,327
Electrical material		353			353
Expansion joints, rubber and cork		6		19	25
Galvanized material		1	19	139	159
Glass beads	3	54			57
Mineral filler				22	22
Oil, creosote		3		60	63
Oil, fuel		29			29
Paint and paint materials	5	578	12	653	1,248
Reflector material	16	87		1	104
Rock, ledge				92	92
Rock salt		326	9	180	515
Seed		563			563
Soil				1,661	1,661
Steel bars (reinforcing)				2,712	2,712
Steel strands, stress-relieved				420	420
Steel, structural				90	90
Steel, wire fabric		21		7	28
Water				20	20
Miscellaneous (chemical)	39	146	5	121	311
Miscellaneous (physical)				233	233
Totals	84	16,337	2,628	23,099	42,148

Table 26 shows the quantities of materials accepted by inspection during 1959. In many instances the quantities shown in this table represent a considerable increase over the quantities accepted during 1958. Table 27 shows the quantities of maintenance tools and supplies accepted by inspection during 1959. The Bureau of Materials collaborated with the Bureau of Maintenance and the Bureau of Traffic in the formulation of detailed specifications and in making recommendations for tools and supplies to be used for general highway maintenance purposes. The Bureau of Materials also inspects and tests items purchased to insure that they comply with the requirements of the specifications.

4. SEEDS.—The inspection of all seeds used for highway planting is carried on through this Bureau. However, the tests for purity and germination are made by the Division of Plant Industry, Illinois Department of Agriculture, which extends the services of its fully equipped seed laboratory to the Division of Highways.

A total of 563 samples, representing 467,531 pounds of seeds was tested during the year. Through this inspection the Division of Highways insures use of pure, viable seed for highway planting. The use of pure seeds and the destruction by the maintenance forces of the

TABLE 26.—QUANTITIES OF MATERIALS ACCEPTED BY INSPECTION DURING 1959.

Materials	Quantities Accepted
Aggregates:	
filler, mineral, tons	25,016
gravel, tons	4,054,169
sand, tons	1,309,090
slag, crushed, tons	8,579
stone, tons	7,602,322
stone sand, tons	6,735
Antifreeze:	
alcohol type, gals.	762
permanent type, gals.	17,082
Antistripping agent, lbs.	2,000
Beads, glass, lbs.	1,604,900
Beams, concrete, bridge:	
deck, precast, prestressed, number	833
I, precast, prestressed, number	1,298
slab, precast, number	592
Bituminous materials and mixtures:	
asphalt, emulsified, gals.	1,903,924
asphalt, filler for cracks and joints, lbs.	9,346,759
asphalt, filler for undersealing, lbs.	19,000,020
asphalt, liquid for zone marking, gals.	38,041
asphalt, liquid, medium-curing, gals.	22,226,998
asphalt, liquid, rapid-curing, gals.	1,670,337
asphalt, liquid, slow-curing, gals.	11,573,616
asphalt, paving, gals.	40,332,651
asphalt, plank, lin. ft.	53,327
asphalt, waterproofing, gals.	143,769
asphalt, waterproofing, primer, gals.	1,969
binder, komac, gals.	47,936
bituminous mixtures for maintenance use, tons	17,748
creosote, primer, gals.	375
fabric, saturated cotton, sq. yds.	25,323
joint filler, bituminous premoulded, lin. ft.	34,715
joint filler, bituminous premoulded, pieces	9,643
joint filler, bituminous fibre, lin. ft.	22,132
joint filler, bituminous fibre, pieces	9,537
joint filler, preformed cork, lin. ft.	821
joint filler, preformed sponge rubber, lin. ft.	7,274
joint sealing compound, cold applied, lbs.	19,164
joint sealing compound, hot poured, lbs.	13,108
joint sealing compound, pipe, gals.	6,797
oil, fuel, gals.	216,275
oil, road, gals.	18,514,036
tar, gals.	481,243
tar, for zone marking, gals.	115,898
tar, pitch, waterproofing, gals.	3,945
Brick, building, concrete, number	4,800
Brush killer, gals.	2,994
Cable, electric, lin. ft.	62,538
Calcium chloride, tons	3,840
Castings:	
iron street, lbs.	5,264,967
steel, lbs.	356,073
Catch basins, concrete, complete, number	2,498
Cement:	
type I, standard, bbls.	3,204,551
type IA, air-entraining, bbls.	1,095,049
type IS, blast furnace slag, bbls.	1,170
type I, white, bbls.	209
type III, high-early-strength, bbls.	3,753
Compound, curing, gals.	28,229
Concrete masonry units, number	325,213
Conduit:	
cement asbestos, lin. ft.	3,410
fibre, lin. ft.	11,464
steel, galvanized, lin. ft.	103,553
Copper seal, lbs.	10,579
Fence:	
galvanized chain link, lin. ft.	60,506
right-of-way, lin. ft.	4,000
snow, lin. ft.	246,100
Inlets, concrete, number	861
Insecticide, lbs.	4,700
Light standards, number	125
Lumber:	
structural, creosoted, f.b.m.	236,244
structural, penta-treated, f.b.m.	62,729
structural, untreated, f.b.m.	20,297

TABLE 26.—Continued.

Materials	Quantities Accepted
Markers, drainage, project, r.o.w., section, number	13,183
Name plates, number	100
Oil, creosote, gals.	173,000
Paints, enamels and paint materials:	
enamel, coal tar, lbs.	4,500
enamel, red dipping, gals.	166
enamel, sign, gals.	6,082
paint, aluminum, gals.	18,075
paint, black graphite, gals.	1,043
paint, green, gals.	76
paint, red lead, gals.	14,780
paint, traffic marking, white, gals.	243,468
paint, traffic marking, yellow, gals.	107,050
paint, white lead titanium, gals.	8,860
primer, zinc chromate, gals.	1,602
thinner, gals.	905
varnish, spar, gals.	96
Piling:	
metal shell, lin. ft.	165,580
precast concrete, lin. ft.	21,529
shoes, lbs.	900
steel, lbs.	570,899
steel sheet, lin. ft.	8,250
wood, creosoted, lin. ft.	270,325
wood, untreated, lin. ft.	106,511
Pipe:	
aluminum, lbs.	475
culvert, corrugated metal, lin. ft.	423,017
culvert, corrugated metal arch, lin. ft.	27,823
culvert, corrugated metal, bituminous coated, lin. ft.	[1] 54,069
culvert, corrugated metal arch, bituminous coated, lin. ft.	[2] 4,816
culvert, corrugated metal plate, lin. ft.	[3] 917
culvert, corrugated metal plate arch, lin. ft.	[4] 1,468
culvert, plain concrete, lin. ft.	40,746
culvert, reinforced concrete, class III, lin. ft.	568,691
culvert, reinforced concrete, class IV, lin. ft.	16,250
culvert, reinforced concrete, class V, lin. ft.	3,415
drain, corrugated metal perforated, lin. ft.	[5] 54,593
iron, cast, lbs.	1,028,735
iron, wrought, lbs.	16,316
lead, lbs.	3,200
sewer, plain concrete, lin. ft.	282,958
sewer, plain concrete, perforated, lin. ft.	897
sewer, reinforced concrete, class II, lin. ft.	92,615
sewer, clay, standard, lin. ft.	18,307
sewer, clay, extra-strength, lin. ft.	8,981
steel, lbs.	204,409
water, copper, lin. ft.	2,651
Plates, cast bronze, lbs.	840
Poles:	
power, creosoted, lin. ft.	830
power, penta-treated, lin. ft.	1,995
Posts:	
cord, steel, lbs.	365
guard, wood, creosoted, f.b.m.	199,532
guard, wood, penta-treated, f.b.m.	428,722
guardrail, steel, lbs.	3,996
guide, steel, lbs.	54,182
guide, wood, creosoted, number	1,517
guide, wood, penta-treated, number	12,741
sign, steel, lbs.	101,633
sign, wood, creosoted, f.b.m.	6,453
sign, wood, penta-treated, f.b.m.	596,223
snow fence, steel, lbs.	289,189
steel, lbs.	20,856
steel, galvanized, lbs.	369
Red iron oxide, lbs.	259,756
Reflector materials, sq. ft.	76,351
Rungs, ladder, galvanized, lbs.	1,200
Salt, rock, tons	34,988
Seeds, lbs.	467,531
Sheeting:	
lead, lbs.	18,285
polyethylene, white, sq. yds.	1,407
steel, galvanized, sq. ft.	160
steel, stainless, lbs.	17,406
zinc, lbs.	262
Signs, crossbucks, reflectorized, number	5

TABLE 26.—Concluded.

Materials	Quantities Accepted
Silicone, concentrated water soluble, lbs.	550
Solvent:	
xylene for thinning baking enamel, gals.	5,440
xylene for thinning tar paint, gals.	9,674
Steel:	
bars, reinforcement, lbs.	62,375,298
blades, grader, lbs.	60,241
blades, snow plow, lbs.	41,702
bolts and expansion hooks, pieces	16,475
bridge hardware, lbs.	26,057
bridge pins and rollers, lbs.	13,150
cable, road guard, lbs.	90,789
center joints and accessories, lbs.	4,008,168
chains, tire, pairs	337
dowel bar assembly, lbs.	2,289,628
fabric reinforcement, lbs.	28,621,215
forgings, lbs.	31,765
handrail, lin. ft.	4,604
pads, prefabricated bridge bearing, sq. ft.	488
plate beam guardrail, lbs.	1,373,699
rivets, lbs.	51,704
stainless, lbs.	908
structural, lbs.	3,665,974
Tile:	
drain, clay, lin. ft.	2,808
drain, concrete, lin. ft.	5,222
Tool, twister, number	39
Waterstop, rubber, lbs.	40,223
Weed killer, gals.	22,066
Wire, barbed, lbs.	5,427
Wire ties, snow fence, lbs.	6,900

[1] 42,663 lin ft. with paved invert.
[2] 1,470 lin. ft. with paved invert.
[3] 631 lin. ft. are bituminous coated.
[4] 172 lin. ft. are bituminous coated.
[5] 3,639 lin. ft. are bituminous coated.

weeds along the highways serve to prevent propagation of weeds and other undesirable plant life.

5. SOILS.—During the past year, soil testing activities in the districts and in the Springfield laboratory continued at a high level caused by the large Federal-aid interstate program. In the Springfield laboratory alone, 1,270 soil samples were received; of these, 635 were samples submitted by the districts for special tests.

Undisturbed Shelby tube soil samples were obtained from areas of questionable stability revealed by exploratory borings and submitted to the Springfield office for testing and analysis. During 1959, 566 of these tube samples were received and from them over 2,100 specimens were prepared and tested. Stability studies were made for thirty-nine areas and recommendations for corrective design or construction procedures were made as required. The electronic computer was used in the computations where necessary, making possible much more detailed analyses than would have been practicable by the conventional method.

In addition to laboratory and field work, a representative of the Bureau of Materials, together with members from the Bureaus of Design and Construction, acted as a soils committee to review soil and drainage recommendations for State highway construction projects.

TABLE 27.—QUANTITIES OF MAINTENANCE TOOLS AND SUPPLIES ACCEPTED BY INSPECTION DURING 1959.

Item	Quantity Accepted	Item	Quantity Accepted
Augers, posthole	42	Lanterns, truck	192
Axes, chopping, single bit	636	Lantern wicks, extra	252
Barricade horses, sets	1,734	Lights, trouble, portable	74
Bars, wrecking	126	Mattocks, all kinds	132
Bits, car and wood auger	348	Oilers, bench	180
Bolts, nuts and washers, tons	5.8	Pails, water	150
Boots, rubber, pairs	189	Picks, railroad or clay	180
Braces, ratchet bit	84	Pliers, slip-joint	396
Brooms, all kinds	1,884	Pneumatic tools:	
Brushes, paint, all sizes	2,328	asphaltic cutters	336
Cans, asphalt pouring	323	concrete breakers, all sizes	1,338
Cans, gasoline	458	hollow drill steel	192
Cans, oil	464	rock drill bits	744
Cans, supply	256	Post drivers	87
Cans, water, insulated, all sizes	239	Pruners, all kinds	271
Chains, accessories, pieces	3,014	Putty knives	210
Chains, tow, all sizes, feet	10,525	Rakes, asphalt and road	498
Chisels, all kinds	378	Rope, manila, all sizes, feet	14,400
Clippers, bolt	132	Rope, sisal, all sizes, feet	1,200
Cloths, wiping, lb.	5,350	Rubbing bricks	18
Covers, burlap, sq. yd.	577	Rules, multiple-folding	234
Crowbars	192	Saws, various sizes and kinds	513
Diggers, post hole	144	Scissors, pocket	107
Extinguishers, fire, all sizes	42	Screw drivers, various sizes	390
Files, all kinds	2,600	Scythe blades	228
Flags, red danger, all sizes	23,956	Scythe hooks	192
Forks, manure	210	Scythe hook blades	144
Fusees, red light, dozen	812	Scythe snaths	360
Goggles, extra lens	52	Scythe stones	1,440
Goggles, safety, pair	192	Shovels, scoops, spades, etc.	4,121
Grass hooks	300	Signs, stop - slow	336
Guns, grease	246	Sledges, all weights	216
Hacksaw blades	2.184	Sprayers, hand	156
Hacksaw frames	90	Squares, steel	27
Hammers, ball peen	158	Tampers, hand	90
Hammers, carpenters nail	294	Tarpaulins, various sizes	198
Handles, tool, various	1,092	Torches, extra wicks	2,304
Hatchets, claw	168	Torches, kerosene, warning	2,600
Jacks, hydraulic, truck	38	Tripods, warning type	713
Kegs, water	3	Tweezers, first-aid kit	108
Ladders, all kinds and sizes	40	Wedges, timber	84
Lantern globes, extra	132	Wrenches, all kinds	1,039

6. CONTROL OF CONCRETE MIXTURES.—Beam specimens were made and tested on nearly all projects in nine of the ten highway districts during 1959 to provide an index of the effectiveness of the control of the concrete mixtures. One district followed this practice on county sections and on a few city sections, but made and tested cylinder specimens on all projects under State contracts and on most city sections. Three other districts made some compressive tests.

The results of over 33,000 flexural and 7,500 compressive tests, representing the standard-strength air-entrained concrete, were reported to the Bureau during 1959. Table 28 shows the average 14-day flexural strengths in comparison with similar data obtained in previous years. The results obtained in 1959 show a slight improvement over those obtained in 1958 for State sections, but differ little from the past few years on county and city sections. Table 29 shows the average 14-day compressive strengths in comparison with similar data obtained in previous years. The results of tests during 1959 show a slight im-

provement for State sections but a considerable decrease for the relatively few cylinders reported for the county and city sections.

TABLE 28.—NUMBER OF BEAMS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1959, AND COMPARISON OF STRENGTHS FROM YEAR TO YEAR.

Class and Type of Construction	Number of Beams Tested in 1959		Average 14-day Modulus of Rupture in Pounds Per Square Inch				
	Total	At 14 Days	1959	1958	1957	1956	1955
State sections—pavement	4,299	1,800	817	805	789	795	779
State sections—structures	6,743	3,036	799	786	761	736	744
County, city, and township sections—pavement	1,843	725	813	787	803	820	838
County, city, and township sections—structures	1,987	1,412	802	792	805	810	840

Notes: Standard-strength air-entrained portland cement concrete for FAS sections showed 192 beams averaging 728 psi. and 179 beams averaging 812 psi. in 7 and 14 days, respectively, for pavement concrete; and 589 beams averaging 665 psi. and 541 beams averaging 757 psi. in 7 and 14 days, respectively, for structure concrete.

Two breaks were made on each beam and the number of tests is twice the number of beams shown. Beams made before April 1 and after October 31 are not included.

TABLE 29.—NUMBER OF CYLINDERS OF STANDARD-STRENGTH AIR-ENTRAINED PORTLAND CEMENT CONCRETE TESTED DURING 1959, AND COMPARISON OF STRENGTHS FROM YEAR TO YEAR.

Class and Type of Construction	Number of Cylinders Tested in 1959		Average 14-day Compressive Strength in Pounds Per Square Inch				
	Total	At 14 Days	1959	1958	1957	1956	1955
State sections—pavement	1,753	855	3,572	3,491	3,619	4,063	3,698
State sections—structures	5,530	2,652	3,702	3,689	3,635	3,811	3,767
County, city, and township sections—pavement	79	28	3,582	4,030	3,942	3,885	3,268
County, city, and township sections—structures	155	76	3,293	4,007	3,967	4,043	3,575

Notes: Standard-strength air-entrained portland cement concrete for FAS sections showed 10 cylinders averaging 2,939 psi. and 12 cylinders averaging 3,511 psi. in 7 and 14 days, respectively, for structure concrete.

Cylinders shown are from January 1 through December 31, inclusive.

7. DESIGN AND CONTROL OF HIGH-TYPE BITUMINOUS MIXTURES.—During the year, 70 bituminous paving plants were used in manufacturing subclass I-11 bituminous mixtures for the resurfacing of 443.19 miles of rigid base, 40.18 miles of flexible base, and in placing 976,180 square yards of bituminous mixtures for patches on old rigid-type pavements. The plants used in producing these mixtures had been previously inspected and approved by the Bureau of Materials.

The bituminous mixtures used in the resurfacing consisted of binder and surface course mixtures of the dense-graded aggregate type.

The maximum size aggregate in the binder course mixture was 1-inch and the surface course mixture ½-inch. In general, the bituminous mixtures were placed in two compacted courses having depths of 1½ inches for each course.

The plant control of the bituminous mixtures was under the direct control of the district materials section, acting under the general supervision of the Springfield laboratory. The Springfield laboratory designed the mixtures by the Marshall method. Trial batches were prepared using materials from the same sources as used in the manufacture of the mixtures for resurfacing. From the Marshall tests obtained on the trial batches, mixing formulas were set that would give satisfactory stability, flow value, and voids. Daily check samples or check samples representing each 1,000 tons of the bituminous mixtures were sent to the Chicago or Springfield laboratory for analyses. Test results were promptly forwarded to the proportioning engineer to aid him in control of the bituminous mixtures. The Springfield laboratory uses a portable field laboratory for extraction tests and density tests to assist the district materials section in plant control.

Density determinations were made on each day's run of binder or surface course. The tests show that the surface course mixtures were compacted to an average density of 95.3 per cent of a voidless pavement and the binder mixture to an average of 95.6 per cent.

8. INVESTIGATIONS.—Summary reports of the major studies or investigations conducted or in progress during 1959 follow.

(a) *Tests of Concrete Pavement Cores.*—There were 3,856 pavement cores tested during 1959. Compressive strength tests were made on 2,562 cores with the following results:

Number of Cores	8	391	325	1,108	575	124	31
Age range—months	0-1.5	1.5-3.5	3.5-5.5	5.5-9.5	9.5-14.5	14.5-21.5	21.5-33.0
Ave. age—months	1.0	2.7	4.1	7.9	10.7	17.6	27.8
Ave. strength—psi	3,622	4,811	4,972	5,177	5,127	5,536	5,553

Air determinations were made on 1,294 cores. The average air content was found to be 3.6 per cent, which is slightly below the median of the range of 3 to 5 per cent required by the specification. The air contents were distributed as follows:

Number of Cores	30	89	275	449	261	127	49	11	3
Air content range—per cent	0-1	1-2	2-3	3-4	4-5	5-6	6-7	7-8	8-9

Note: All cores tested for compressive strength and air content falling on a division of a range are included in the next higher range.

(b) *Air-entraining Admixtures.*—Two new air-entraining admixtures were given approval after preliminary tests and certification of previously approved ingredients.

(c) *Inspection of Prestressed Concrete Bridge Beams.*—During the year, 2,131 prestressed concrete beams were accepted for use in the construction of new bridges, widening of old bridges, and construction of temporary bridges. This included 833 deck beams and 1,298 I-beams. Besides the observation of the processes involved and the condition of the completed product, the concrete was controlled by several thousand slump and air tests, as well as the moulding and testing of about twelve thousand concrete cylinders.

(d) *Investigations of Paints and Enamels.*—The study of the chlorinated-rubber type traffic marking paints was discontinued with the finding that no material improvement would result from the use of such items.

Further study of various metal priming paints was undertaken. A number of different formulations were subjected to outside weathering tests and to low-temperature drying ($\pm 40°$F.). The weathering tests are being continued.

(e) *Laboratory Investigation in Connection with Bituminous Resurfacing Program.*—Bituminous mixtures used in resurfacing old rigid-type pavements were investigated using the Marshall method. A total of 426 tests was made on the surface course mixtures produced for use on State jobs. These samples had an average Marshall stability of 2,052 pounds and an average Marshall flow value of 12.5. A total of 298 tests was made on binder course mixtures produced for State jobs. These samples had an average Marshall stability of 1,988 pounds and an average Marshall flow value of 12.2. A total of 167 cores was cut from bituminous pavements at various locations for investigation. All of these cores were tested for density and voids and some of them for the per cent of bitumen, the gradation of the aggregates, and recovery of asphalt.

The investigation started in 1942 to study the changes which take place in the properties of the asphalt cement used in subclass I-11 surface course mixtures during mixing, transportation, placing, and weathering is being continued. However, no samples were taken from the pavement during the winter of 1958 and 1959. The data reported to date show that the penetration and ductility of the recovered bitumen has dropped as the pavement ages. In general, the data show that the penetration of the recovered bitumen has dropped from an average of 75 per cent of the original penetration obtained from samples taken from the road after construction in 1942 to an average of 43 per cent taken during the winter of 1953 and 1954.

An investigation to determine to what extent traffic compacts subclass I-11, which was started in 1956, is being continued. Cores are being taken at intervals from several locations and voids determined with a high pressure air meter. The data shows that traffic compacts subclass I-11 mixtures and that the compaction is greater in the surface course mixture.

(f) *High Pressure Apparatus for Determining Voids in Compacted Bituminous Mixtures.*—This apparatus was described in the

1956 Annual Report and was used during the past year to determine the per cent air in subclass I-11 bituminous mixture samples taken at the hot-mix plants and in pavement samples taken from the road. The air voids determined from Marshall briquettes made from bituminous mixture samples taken at the hot-mix plant were used this year in the computation of density in compacted subclass I-11 bituminous mixtures. Tests made on 728 pavement samples of binder course mixture showed an average of 5.6 per cent air and 754 pavement samples of surface course mixture an average of 5.4 per cent air.

9. DEPARTMENTAL SERVICES.—Other services rendered by the Bureau of Materials during 1959 include 699 pavement loading analyses in connection with 130 requests for permits to move or operate 167 overweight vehicles and heavy equipment; the construction of cabinets, 900 Shelby tube soil samplers, 2 concrete capping molds, a joint-sealer mixing machine, apparatus for testing fibre joint expansion material, apparatus for testing the angularity of sand, and resistivity apparatus to determine the depth to ledge rock, or consolidated sand, gravel or shale, and sometimes the thickness of these deposits; the construction and maintenance of the testing and research equipment for both the Springfield and Chicago laboratories; the preliminary work incident to the construction of 67 air meters and a number of transverse testing machines; the repair and recalibration of one hundred 100-foot steel surveyor's tapes; the preparation of test samples of metallic materials and steel cable for prestressed concrete beams; and the preparation of 404 8x10-inch photograph negatives, 1,662 8x10-inch prints, 51 lantern slides, 24,940 photostatic prints, and 3,000 feet of movie film.

VIII. MAINTENANCE

1. GENERAL.—Maintenance and operation of the State primary system and paved State-aid roads are the responsibility of the Bureau of Maintenance. The work is accomplished by two sections established in the Bureau: (1) The Maintenance Section; and (2) The Day Labor Section.

The Maintenance Section is concerned with budgetary control of maintenance funds; procurement of materials, equipment, and supplies; and the general supervision of all maintenance activities carried on by the ten highway districts. The Day Labor Section performs original construction and maintenance work of an extraordinary nature.

Each highway district organization includes a district engineer of maintenance who, under the district engineer, is responsible for maintenance of State highways in that district. The field organization of the district consists of *field engineers* in charge of work in their part of the district; *maintenance supervisors,* who have direct supervision of 8 to 12 section men; *section men,* each of whom maintains from 20 to 30 miles of highway; and *maintenance labor foremen* who operate with special crews and equipment for performing extraordinary or heavy maintenance work.

2. MILEAGE MAINTAINED.—The Bureau of Maintenance was responsible for the direct maintenance of 14,486.75 miles of highways in 1959. This includes 14,434.12 miles of which the cost is analyzed in Table 30 and 52.63 miles of expressways of which the cost is analyzed in Table 31.

Of the 14,486.75 miles maintained, 14,474.70 miles were divided into 2,244 maintenance patrols, and 12.05 miles were distributed among 16 patrols for detours, unpaved, and temporary routes. In addition 1,507 patrols were assigned to large bridges of 100-foot length or over, which includes 89 patrols on the expressways.

The Bureau also maintained an average of 11.65 miles of roads in process of stage construction and 697.85 miles of city streets and beltlines. Details concerning this work are discussed in the paragraphs that follow, but mileage and costs are not included in the tables of this section.

3. MAINTENANCE COST ACCOUNTING.—The term *maintenance,* for the purpose of cost accounting, designates that work which tends to preserve the structural elements of the highways in their original condition or subsequently improved. Specific activities classified as maintenance are upkeep of the wearing surface, shoulders, ditches, and structures. The cost of this work is in a large measure dependent upon the type and age of the existing facility and upon the traffic which it accommodates.

TABLE 30.—MAINTENANCE PATROLS, MILEAGES, AND COSTS FOR 1959.

Account	Unit	Types of Surfaced Roads									Detours, Unpaved, and Temporary Routes	Grand Total[4]
		Portland Cement Concrete	Brick	Sheet Asph. and Bit. Conc. on Rigid Base	Other Bituminous Types: Rigid Base	Other Bituminous Types: Flexible Base	Bituminous Surfaced Treatment	Water-bound Macadam	Gravel	Total		
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)	(10)	(11)	(12)	(13)
Number of patrols[1]		1,417	44	598	11	24	97	5	36	2,232	16	2,248
Miles maintained		9,131.22	68.36	4,581.01	40.74	43.45	466.76	11.13	79.40	14,422.07	12.05	14,434.12
Wearing surface	Total cost	$5,713,153.11	$21,077.98	$1,177,464.57	$10,595.15	$10,673.72	$166,326.52	$1,177.63	$8,073.12	$7,108,541.80	$2,312.09	$7,110,853.89
	Cost per mile	625.67	308.34	257.03	260.07	245.66	356.34	105.81	101.68	492.89	191.88	492.64
Shoulders, ditches, cuts, and fills	Total cost	2,769,082.02	21,147.02	1,225,263.42	13,105.56	3,812.30	91,498.00	919.13	11,011.79	4,135,839.24	991.39	4,136,830.63
	Cost per mile	303.25	309.35	267.47	321.69	87.74	196.03	82.58	138.69	286.77	82.27	286.60
Small bridges (less than 100-ft. length)	Total cost	50,630.18		18,573.78			2,096.81			71,300.77		71,300.77
	Cost per mile	5.54		4.05			4.49			4.94		4.94
Culverts and other drainage facilities	Total cost	193,636.60	504.75	105,566.93	151.94	631.95	4,541.08		40.42	305,073.67		305,073.67
	Cost per mile	21.21	7.38	23.04	3.73	14.54	9.73		0.51	21.15		21.14
Miscellaneous structures and facilities	Total cost	13,280.65		6,559.18	399.75	158.47	1,564.87			21,962.92	1,861.37	23,824.29
	Cost per mile	1.45		1.43	9.81	3.65	3.35			1.52	154.47	1.65
Large bridges[2] (100-ft. length or over)	Total cost											414,813.92
	Cost per bridge											292.53
Service drives	Total cost											24,524.69
	Cost per mile											1.70
Total maintenance cost[3]		$8,739,782.56	$42,729.75	$2,533,427.88	$24,252.40	$15,276.44	$266,027.28	$2,096.76	$19,125.33	$11,642,718.40	$5,164.85	$12,087,221.86
Total cost per mile[3]		$957.12	$625.07	$553.02	$595.30	$351.59	$569.94	$188.39	$240.88	$807.27	$428.62	$837.41

Notes: All costs include administration and engineering expense of the district offices and a pro rata share of the central office expense.
[1] Does not include 1,418 patrols for bridges of 100-ft. length or over.
[2] Includes costs for maintenance of movable-span bridges formerly reported separately.
[3] Does not include costs for maintenance of 52.63 miles of expressways and expressway bridges which are reported in Table 31 of this section.
[4] Cost per mile in Column 13 is cost per item ÷ 14,434.12 miles.

TABLE 31.—EXPRESSWAY MAINTENANCE PATROLS, MILEAGES, AND COSTS FOR 1959.

Account	Unit	Types of Surfaced Roads: Portland Cement Concrete	Sheet Asph. and Bit. Conc. on Rigid Base	Total
Number of patrols[1]		9	3	12
Miles maintained		46.39	6.24	52.63
MAINTENANCE:				
Wearing surface	Total cost	$46,016.29	$ 926.97	$ 46,943.26
	Cost per mile	991.94	148.55	891.95
Shoulders, ditches, cuts, and fills	Total cost	38,895.58	1,169.99	40,065.57
	Cost per mile	838.45	187.50	761.27
Culverts and other drainage facilities	Total cost	15,393.09	663.19	16,056.58
	Cost per mile	331.82	106.28	305.08
Large bridges or overhead structures (100-ft. length and over)	Total cost			101,173.03
	Cost per bridge			1,136.78
Total maintenance	Total cost			$204,238.14
	Cost per mile			$ 3,880.64
OPERATION:				
Cutting and clearing vegetation	Total cost			$101,551.36
	Cost per mile			1,929.53
Snow removal and ice control	Total cost			279,440.54
	Cost per mile			5,309.53
Clearing dirt and debris	Total cost			162,502.13
	Cost per mile			3,087.63
Roadside planting maintenance	Total cost			44,159.80
	Cost per mile			839.06
Upkeep of guardfence	Total cost			83,151.82
	Cost per mile			1,579.93
Subway and drainage pumping	Total cost			41,532.26
	Cost per mile			789.14
Traffic operation[2]	Total cost			302,117.41
	Cost per mile			5,740.40
Total operation	Total cost			$1,014,455.32
	Cost per mile			$ 19,275.23
Total highway maintenance and operation	Total cost			$1,218,693.46
	Cost per mile			$ 23,155.87

Note: All costs include administration and engineering expense of the district offices and a pro rata share of the central office expense.

[1] Does not include 89 patrols for bridges or overhead structures of 100-ft. length or over.

[2] Payable from highway traffic operations appropriation.

TABLE 32.—COMPARISON OF HIGHWAY MAINTENANCE AND OPERATION COSTS FOR 1958 AND 1959.

Class of Work	1958 Costs[1]			1959 Costs[1]			Increase or Decrease	
	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Maintenance:								
Wearing surface	$8,213,152.46	30.43	$570.37	$7,110,853.89	25.30	$492.64	—$1,102,298.57	—$ 77.73
Shoulders, ditches, cuts, and fills	4,216,544.66	15.62	292.82	4,136,830.63	14.72	286.60	—79,714.03	—6.22
Large bridges (100-ft. length and over)	537,074.62	1.99	[2]390.32	414,813.92	1.48	[2]292.53	—122,260.70	[2]—97.79
Culverts and other drainage facilities	289,157.87	1.07	20.08	305,073.67	1.09	21.14	+15,915.80	+1.06
Small bridges (less than 100-ft. length)	45,807.75	0.17	3.18	71,300.77	0.25	4.94	+25,493.02	+1.76
Miscellaneous structures and facilities	30,700.60	0.11	2.13	23,824.29	0.08	1.65	—6,876.31	—0.48
Service drives	20,458.93	0.08	1.42	24,524.69	0.09	1.70	+4,065.76	+0.28
Total maintenance	$13,352,896.89	49.47	$927.30	$12,087,221.86	43.01	$837.41	—$1,265,675.03	—$89.89
Operation:								
Cutting and clearing vegetation	$4,031,445.79	14.94	$279.97	$4,339,841.92	15.44	$300.67	+$ 308,396.13	+ $ 20.70
Snow removal and ice control	3,682,249.99	13.64	255.72	4,848,497.71	17.25	335.91	+1,166,247.72	+80.18
Clearing dirt and debris	2,324,667.24	8.61	161.44	2,258,310.02	8.04	156.46	—66,357.22	—4.98
Roadside planting maintenance	210,802.77	0.78	14.64	236,770.92	0.84	16.40	+25,968.15	+1.76
Upkeep of guardfence	260,768.90	0.97	18.11	269,267.24	0.96	18.65	+8,498.34	+0.54
Subway and drainage pumping	77,841.08	0.29	5.41	84,067.25	0.30	5.82	+6,226.17	+0.41
Electric lighting[5]	2,123.87	0.01	0.15	2,618.01	0.01	0.18	+494.14	+0.03
Traffic operation[3]	3,047,690.00	11.29	211.65	3,976,667.89	14.15	275.50	+928,977.89	+63.85
Total operation	$13,637,589.64	50.53	$947.07	$16,016,040.96	56.99	$1,109.59	+$2,378,451.32	+$162.52
Total highway maintenance and operation[4]	$26,990,486.53	100.00	$1,874.37	$28,103,262.82	100.00	$1,947.00	+$1,112,776.29	+$72.63

[1] Costs include administration and engineering expense of district offices and a pro rata share of the central office expense.

[2] Cost per bridge—includes costs for maintenance of movable-span bridges formerly reported separately.

[3] Payable from highway traffic operations appropriation—a breakdown of traffic costs is shown in Table 45 of this report.

[4] Does not include costs for maintenance or traffic operations of 52.63 miles of expressways which are reported in Table 31 of this section.

[5] Effective July 1, 1953 all highway and structure lighting was paid from traffic operations appropriation.

The term *operation* is applied to that work which is incidental to the maintenance of the structural parts of the highways, but which tends to increase their efficiency and safety to the traveling public. It includes placement of centerline and guideline markings, the erection and upkeep of markers and safety signs, upkeep of protective devices and guardfence, removal of dirt and debris, snow removal and ice control work, and vegetation control. These costs are more or less independent of the type and age of the highway.

Costs for the placement of centerline and guideline markings, the erection and upkeep of markers and safety signs, and the upkeep of protective devices are incurred by both the Bureau of Traffic and the Bureau of Maintenance, but the direction and control of these costs is exercised by the Bureau of Traffic. Table 32 shows only the total costs of the above items under the class of work entitled Traffic operation. A detailed breakdown of these costs appears in Section X, Traffic, of this report.

Maintenance costs are assembled by units called *maintenance patrols.* A patrol consists of the adjacent sections of pavement of the same type and age and usually on the same route. *Operation* costs are assembled by *maintenance sections* comprised of the patrols or portions of patrols maintained by one section man.

In computing costs for each of the various accounts, such as maintenance of wearing surface, shoulders, ditches and drainage structures, and snow removal and ice control activities, all overhead and depreciation charges are distributed on the basis of the hours of labor involved in each account.

4. EXPENDITURES AND COSTS.—Table 33 shows annual cash expenditures and costs by accounts according to the biennial

TABLE 33.—ANNUAL STATEMENT SHOWING EXPENDITURES AND COSTS DURING 1959 FOR HIGHWAY MAINTENANCE AND OPERATION.

Accounts	Expenditures	Costs
MAINTENANCE		
Direct charges:		
Maintenance and operation of highways	[1]$21,781,503.38	$22,008,601.66
Administration and engineering:		
District offices	1,651,258.04	1,651,258.04
Bureau offices	225,029.57	225,029.57
Subtotal	$23,657,790.99	$23,884,889.27
Equipment	[2]$1,818,398.44	[3]$1,216,682.51
Intradepartmental charges	----------	----------
Subtotal	$1,818,398.44	$1,216,682.51
Credits	----------	$58,400.80
Total maintenance and operation (exclusive of traffic operation)	$25,476,189.43	$25,043,170.98
Total traffic operation and equipment[4]	4,310,835.38	4,278,785.30
Total maintenance and operation (including traffic operation)	[5]$29,787,024.81	$29,321,956.28

[1] Includes $854,300.86 undistributed day labor maintenance expenditure.
[2] Includes $61,398.53 expenditure for day labor maintenance equipment.
[3] Equipment depreciation—figured on a straight-line basis.
[4] Breakdown of traffic operation costs is shown in Table 44 of Section X, Traffic, of this report.
[5] Payable from the biennial appropriation passed by the 70th and 71st General Assemblies for highway maintenance and highway traffic operations.

appropriations passed by the Seventieth and Seventy-first General Assemblies for highway maintenance and highway traffic operations. The cash expenditures in these statements correspond to the accounts captioned Maintenance of State highways and Highway traffic control, appearing in Section III, Financing, of this report.

The costs as shown in these tables include cash expenditures for direct charges, administration and engineering, equipment depreciation, intradepartmental charges, and various credits.

Table 32 compares the 1958 and 1959 costs for highway *maintenance* and *operation* (including traffic operations) according to type of work.

Table 34 shows the comparison of annual *maintenance* and *operation* costs for the years 1930 to 1959, inclusive.

TABLE 34.—COMPARISON OF ANNUAL MAINTENANCE AND HIGHWAY OPERATION COSTS 1930-1959.

Year	Mileage	Maintenance		Operation		Total Maintenance and Operation	
		Total Cost	Cost Per Mile	Total Cost	Cost Per Mile	Total Cost	Cost Per Mile
1930	8,519	$1,749,647.18	$205.38	$1,337,611.34	$157.02	[1]$3,087,258.52	$362.40
1931	9,530	1,958,134.12	205.47	1,328,918.40	139.45	[1]3,287,052.52	344.92
1932	10,459	2,332,253.28	222.99	1,558,649.90	149.02	[1]3,890,903.18	372.01
1933	11,234	1,819,343.39	161.95	1,162,922.67	103.52	2,982,266.06	265.47
1934	11,886	2,267,471.80	190.77	1,444,799.78	121.55	3,712,271.58	312.32
1935	12,223	2,391,909.55	195.69	1,574,893.43	128.85	3,966,802.96	324.54
1936	12,515	2,271,627.77	181.51	2,388,325.20	190.84	4,659,952.97	372.35
1937	12,742	2,935,431.25	230.38	2,365,445.29	185.64	5,300,876.54	416.02
1938	13,067	2,730,534.68	208.96	2,669,708.79	204.31	5,400,243.47	413.27
1939	13,319	3,041,150.70	228.33	2,619,706.72	196.69	[1]5,660,857.42	425.02
1940	13,558	3,079,790.06	227.16	3,253,101.04	239.94	6,332,891.10	467.10
1941	13,853	3,562,474.79	257.16	2,873,841.57	207.46	6,436,316.36	464.62
1942	13,941	3,618,649.34	259.57	3,321,607.68	238.26	6,940,257.02	497.83
1943	14,052	3,090,481.85	219.92	3,311,451.68	235.65	6,401,933.53	455.57
1944	14,093	3,485,901.75	247.36	3,536,330.40	250.94	7,022,232.15	498.30
1945	14,109	3,720,034.95	263.66	4,403,280.19	312.08	8,123,315.14	575.74
1946	14,113	4,061,284.79	287.78	4,650,465.67	329.52	8,711,750.46	617.30
1947	14,125	4,942,038.49	349.87	5,766,839.11	408.26	10,708,877.60	758.13
1948	14,134	6,129,120.23	433.65	6,339,784.75	448.55	12,468,904.98	882.20
1949	14,168	6,973,572.39	492.21	6,455,231.18	455.62	13,428,803.57	947.83
1950	14,224	9,355,382.15	657.70	7,201,589.64	506.29	16,556,971.79	1,163.99
1951	14,248	10,292,240.95	722.39	8,647,635.99	606.95	18,939,876.94	1,329.34
1952	14,256	11,250,460.33	789.20	9,244,739.81	648.50	20,495,200.14	1,437.70
1953	14,233	11,026,356.90	774.71	8,511,335.77	598.00	[2]19,537,692.67	1,372.71
1954	14,267	11,994,706.34	840.71	10,968,394.01	768.77	[2]22,963,100.35	1,609.48
1955	14,297	11,578,217.78	809.85	11,285,006.47	789.34	[2]22,863,224.25	1,599.19
1956	14,344	11,929,219.50	831.65	12,328,119.61	859.46	[2]24,257,339.11	1,691.11
1957	14,414	11,984,745.70	831.45	12,702,170.46	881.22	[2]24,686,916.16	1,712.67
1958	14,400	13,352,896.89	927.30	13,637,589.64	947.07	[2]26,990,486.53	1,87[illegible].37
1959	14,434	12,087,221.86	837.41	16,016,040.96	1,109.59	[2]28,103,262.82	1,9[illegible]7.0[illegible]

Note: Prior to 1941 the yearly mileage shown does not include the mileage of detours, unpaved, and temporary routes.

[1] Corrected to agree with adjustments made in 1942.

[2] Does not include costs for maintenance or traffic operations of expressways which are reported in Table 31 of this section.

5. LARGE BRIDGES.—Bridges with total lengths of 100 feet or more are assigned patrol designations. There are 89 bridge patrols on that part of the expressway system in Cook County now under State maintenance and 1,418 bridge patrols on other State highways. The cost of maintaining large bridges on expressways in Cook County is shown in Table 31 while the cost of maintaining bridges on other State highways is given in Table 30.

TABLE 35.—COST OF REMOVING SNOW AND ICE FROM SURFACED ROADS AND DETOURS IN 1959.

District	Mileage	Labor Hours	Direct Labor	Direct Expense	Total Direct Cost	Equipment Depreciation	District and Bureau Overhead	Total Cost	Average Cost Per Mile
1	1,554.62	151,020	$290,008.47	$451,324.56	$741,333.03	$38,135.47	$60,770.69	$840,239.19	$540.48
2	1,542.47	148,428	270,472.31	200,981.79	471,454.10	34,901.08	46,532.09	552,887.27	358.44
3	1,733.36	156,286	295,370.65	261,095.23	556,465.88	39,444.50	54,107.21	650,017.59	375.00
4	1,475.01	134,393	259,682.62	296,267.42	555,950.04	30,314.20	40,077.84	626,342.08	424.64
10	1,241.25	119,573	266,883.33	391,044.48	657,927.81	28,018.04	54,128.57	740,074.42	596.23
Total for Northern Zone	7,546.71	709,700	$1,382,417.38	$1,600,713.48	$2,983,130.86	$170,813.29	$255,616.40	$3,409,560.55	$451.79
5	1,752.21	105,406	$203,846.92	$179,835.76	$383,682.68	$21,989.74	$35,059.28	$440,731.70	$251.53
6	1,418.63	116,979	206,829.02	175,044.93	381,873.95	25,452.78	36,899.33	444,226.06	313.14
Total for Central Zone	3,170.84	222,385	$410,675.94	$354,880.69	$765,556.63	$47,442.52	$71,958.61	$884,957.76	$279.09
7	1,115.44	38,766	$ 76,011.00	$ 67,951.25	$143,962.25	$ 7,556.10	$12,352.66	$163,871.01	$146.91
8	1,503.79	66,392	123,933.86	149,288.31	273,222.17	12,935.15	21,068.24	307,225.56	204.30
9	1,097.34	24,398	45,281.07	25,676.46	70,957.53	4,310.37	7,614.93	82,882.83	75.53
Total for Southern Zone	3,716.57	129,434	$245,225.93	$242,916.02	$488,141.95	$24,801.62	$41,035.83	$553,979.40	$149.06
Total for entire State	14,434.12	1,061,519	$2,038,319.25	$2,198,510.19	$4,236,829.44	$243,057.43	$368,610.84	$4,848,497.71	$335.91

Note: Above costs do not include cost of removing snow and ice from 52.63 miles of expressways which is reported in Table 31 of this section.

6. SNOW REMOVAL AND ICE CONTROL.—Table 35 summarizes the cost of snow removal and ice control work for the entire State and by highway districts in three zones during 1959. Table 36 compares the weighted-average mileage and annual cost for this activity for the entire State and for the northern zone for the past twenty-nine years.

A total of 77,780 tons of rock salt was applied directly on packed snow or ice during the winter months and a total of 3,190 tons of calcium chloride was used for treatment of cinders and other abrasives for spreading on the pavements at intersections and hazardous locations.

The use of storm warning services extended by two industrial meteorologist companies was continued during the winter season with satisfactory and worth while results.

TABLE 36.—COMPARISON OF ANNUAL SNOW REMOVAL AND ICE CONTROL COSTS 1931-1959.

Year	For Entire State			For Northern Zone Only		
	Miles Reported	Total Cost	Cost Per Mile	Miles Reported	Total Cost	Cost Per Mile
1931	5,944.40	$ 289,915.67	$ 48.77	4,362.06	$ 240,903.51	$ 55.23
1932	8,499.36	279,710.14	32.91	6,565.95	206,045.27	37.02
1933	7,255.60	230,684.53	31.93	4,918.07	194,962.85	39.64
1934	9,159.49	270,675.51	29.55	5,312.61	172,411.55	52.45
1935	9,516.82	419,872.34	44.12	5,750.52	321,588.88	155.92
1936	12,693.90	1,098,427.54	87.01	6,930.00	806,784.24	16.42
1937	12,831.64	674,985.18	52.60	7,031.49	429,241.04	61.05
1938	13,175.75	593,173.22	45.02	7,186.40	458,994.91	63.87
1939	13,378.67	625,905.25	46.78	7,251.10	434,373.90	59.90
1940	13,615.49	1,109,962.53	81.52	7,351.29	719,854.25	97.92
1941	13,852.98	710,839.77	51.31	7,444.68	545,360.40	73.26
1942	13,940.95	847,779.92	60.81	7,475.51	587,462.68	78.58
1943	14,052.40	889,063.48	63.27	7,510.40	695,844.49	92.65
1944	14,092.54	849,457.98	60.28	7,524.38	568,333.34	75.53
1945	14,109.26	1,321,678.97	93.67	7,533.07	899,401.49	119.39
1946	14,112.63	1,106,379.30	78.40	7,528.65	742,121.84	98.57
1947	14,125.35	1,591,399.16	112.66	7,539.85	1,225,436.24	162.53
1948	14,133.95	1,747,642.76	123.65	7,543.44	1,236,310.15	163.89
1949	14,167.90	2,080,265.35	146.83	7,543.39	1,566,023.89	207.60
1950	14,224.37	2,281,113.17	160.37	7,549.64	1,621,433.03	214.77
1951	14,247.54	3,108,455.28	218.17	7,555.10	2,216,405.30	293.37
1952	14,255.57	3,166,286.93	222.11	7,558.39	2,254,554.09	298.28
1953	14,232.91	2,130,092.51	149.66	7,527.05	1,464,028.79	194.50
1954	14,267.41	2,408,941.59	168.84	7,539.21	1,758,156.08	233.20
1955	14,296.73	3,238,918.88	226.55	7,534.88	2,205,043.94	292.64
1956	14,344.06	3,141,550.47	219.01	7,550.62	2,006,771.16	265.78
1957	14,414.25	3,607,152.08	250.25	7,577.97	2,344,306.69	309.36
1958	14,399.75	3,682,249.99	255.72	7,551.42	2,560,757.60	339.11
1959	14,434.12	4,848,497.71	335.91	7,546.71	3,409,560.55	451.79

Note: Costs subsequent to 1952 do not include cost of removing snow and ice from expressways.

7. EXTRAORDINARY MAINTENANCE.—Extensive maintenance projects involving large expenditures are controlled through authorizations approved by the central office of the Bureau of Maintenance. Such work consists of extraordinary repairs to any type of structure or roadway facility involving such quantities of material or labor which would make it impractical for the regular district organization to perform, or involving costs not provided for in the district budget. All maintenance work performed by private contractors is classed in this category.

The quantities of extraordinary maintenance work completed during 1959 are shown in the following tabulation:

Item	Quantity
Pavement replacement—with portland cement concrete:	
By maintenance forces	24,088 sq. yds.
By contract	19,894 sq. yds.
Pavement replacement—with bituminous mixtures:	
By maintenance forces	119,643 sq. yds.
By contract	8,491 sq. yds.
Intermittent resurfacing:	
By contract	698,701 sq. yds.
Pavement undersealing:	
By maintenance forces	20,790 sq. yds.
By contract	174,937 sq. yds.
Shoulder improvements	1,438,984 sq. yds.
Cleaning and painting steel bridges:	
By maintenance forces	1,222 tons
By contract	7,956 tons
Repairs to low-type surfaced roads	35,466 sq. yds.
Seal coat on low-type surfaced roads	217,533 sq. yds.
Cutting backslopes, removing slides, and other earthwork	767,506 cu. yds.
Emergency bridge repairs—by contract	6 bridges
Cleaning storm sewers—by contract	4,515 lin. ft.

8. STAGE CONSTRUCTION.—A total of 11.65 miles of roads in the process of stage construction was under maintenance during the year. The total direct cost of such maintenance was $3,557.20.

9. MUNICIPAL STREET MAINTENANCE.—The maintenance of extensions of marked routes through, or into, those municipalities in which street construction by the State was restricted by the provisions of the State Bond Issue Acts, is performed directly by State maintenance forces or by the municipalities under the supervision of, and in agreement with, the Division of Highways. In the latter case, the municipalities are reimbursed by the State for the expense incurred. The funds for maintaining these urban streets and portions of beltlines or bypasses within the municipal limits are provided by appropriations from the Road Fund.

In 1959, 697.85 miles of city streets, beltlines, and bypasses were maintained in this manner, of which 572.20 miles were maintained by the municipalities under agreement with the Division, and the remaining 125.65 miles were maintained directly by State forces. The total of such maintenance was $635,719.27.

10. ADDITIONS AND BETTERMENTS.—Work performed under authorization and classed as *additions and betterments* consists of capital improvements added to the highway facilities to modernize them, reduce highway hazards, or decrease maintenance expense. Although maintenance field forces supervise and perform the work on these projects, the cost is paid from construction funds since it represents additional capital investment.

The expenditures for the various classes of additions and betterments work are shown in the following tabulation:

Reserve Fund	Amount
Regular A & B construction	$ 151,256.71
Reconstruction A & B	.....
State-aid A & B	18,218.83
City and beltline A & B	653.80
Total	$ 170,129.34

11. PERMITS.—Permits to install sewers, water and gas mains, pole lines and work of the same nature on State highway right-of-way are supervised by the Bureau of Maintenance. During the year 6,396 such permits were granted. This total does not include 2,497 access permits issued.

12. DAY LABOR.—The Day Labor Section of the Bureau of Maintenance operated in each of the ten highway districts and completed 106 jobs, including 40 bridge repair projects. A summary of the principal items completed is shown in the following tabulation:

Item	Quantity
Bituminous surfaces:	
Seal coat (17 jobs)	470,340 sq. yds.
I-11 surface	1,305 tons
Cover coat mixture	1,270 tons
Scarify and re-lay base	150,824 sq. yds.
Bituminous undersealing of pavement:	
Holes drilled	59,301 each
Asphalt pumped in place	876,670 gallons
Guardfence:	
Removal	91,538 lin. ft.
Guardposts removed	418 each
Steel plate erected	119,247 lin. ft.
Guideposts erected	222 each
Repaired and repainted	1,600 lin. ft.
Straightened and repainted	17,514 lin. ft.
Excavation:	
Earth	148,990 cu. yds.
Borrow	13,208 cu. yds.
Rock	13 cu. yds.
Channel	16,076 cu. yds.
Riprap	258 cu. yds.
Pavement:	
Concrete patching	21,576 sq. yds.
Portland cement concrete pavement	3,938 sq. yds.
Gravel or crushed-stone surface course	2,189 tons
Gravel or crushed-stone base course	15,759 tons
Gravel or crushed-stone shoulders	1,034 tons
Pavement removal	22,696 sq. yds.
Pipe culverts and storm sewers:	
Pipe culverts	988 lin. ft.
Storm sewers	3,213 lin. ft.
Pipe underdrains	76 lin. ft.
Corrugated metal pipe	3,150 lin. ft.
Corrugated metal pipe arch	268 lin. ft.
Portland cement concrete:	
Class X concrete	871 cu. yds.
Bridge handrail concrete	7 cu. yds.
Sidewalk	4,358 sq. ft.
Concrete curb and gutter	6,860 lin. ft.
Concrete paved ditch	1,722 lin. ft.
Concrete crib wall	1,840 sq. ft.
Concrete slope wall	1,428 sq. yds.

Item	Quantity
Granular backfill:	
Trench backfill	680 cu. yds.
Subgrade replacement	93 tons
Granular backfill	304 cu. yds.
Porous granular embankment	1,948 cu. yds.
Bridge repairs (40 jobs):	
Structural steel	98,492 lbs.
Reinforcing steel	48,560 lbs.
Treated timber	30,882 ft. b.m.
Untreated timber	320 ft. b.m.
Wood piling	721 lin. ft.
Steel bridge railing	533 lin. ft.
Stud shear connectors	4,572 each
Wood floor replacement	587 sq. yds.
Hardware	4,090 lbs.
Expansion bolts	2,429 each
High tension steel bolts	1,442 each
Landscaping:	
Complete seeding	3.85 acres
Sodding	420 sq. yds.
Asphalt bound mulch	53 tons
Agricultural limestone	11 tons
Miscellaneous:	
Dismantle, move, and replace building	1 each
Catch basins	22 each
Manholes	19 each
Gutter removal	2,510 lin. ft.
Cast iron grates	1,300 lbs.
Tree removal	1.5 acres
Sidewalk removal	3,046 sq. ft.
Concrete removal	707 cu. yds.
Steel sheeting in place	2,160 sq. ft.
Stone masonry	50 cu. ft.
Right-of-way markers	38 each
Cleaning culverts	94 each

IX. RESEARCH AND PLANNING

1. GENERAL.—The Bureau of Research and Planning is responsible for conducting most of the research projects of the Division of Highways either directly or in cooperation with the bureaus of the Division or with other agencies interested in highway work. During 1959 the Urban Research Section was added to the Bureau. Previously it was the Chicago Area Transportation Study, but was transferred to this Bureau to continue the traffic and transportation studies required in the Chicago Metropolitan Area. Aside from the computer unit, which is also a part of the Bureau of Research and Planning, the work of the Bureau is conducted through the following four sections: the Urban Research Section; the Economic Research Section; the Planning and Programing Section; and the Physical Research Section.

2. THE ELECTRONIC COMPUTER.—Work performed by this unit is restricted in application to the computation of highway engineering problems involving long and tedious or complex mathemathical calculations. Since the installation of the computer in 1956 many practical programs or routines have been developed and are now in constant use in making the rapid computations required in the design and construction of highways. Some of these were described in the Annual Reports for 1957 and 1958. More recent applications have been in the determination of critical dimensions required for the layout of a wide variety of pavement details adjacent to highway intersections. These include such items as the variable dimensions of 3-centered curves used to connect intersecting pavements, and the dimensions for transitional approaches to channelized intersections. These data have been published in pamphlets in tabular form and distributed to engineers involved in this kind of work.

Approximately thirty per cent of the work of the computer unit is spent in research to develop practical electronic computer applications to new engineering problems. An example is the calculation and publication of a set of tables showing the design dimensions and required steel reinforcement for all standard sizes of concrete box culverts under varying depths of fill up to 50 feet.

3. URBAN RESEARCH.—The concentration of the population of Illinois in urban areas has created many traffic and transportation problems for the Division of Highways and for the counties and cities responsible for providing adequate highway facilities and service. On July 1, 1959 the Chicago Area Transportation Study which previously conducted traffic and transportation studies in the Chicago area

was made a part of the Bureau of Research and Planning of the Division of Highways with the following duties:

(1) To keep studies originated by the Chicago Area Transportation Study current and useful;

(2) To provide staff work for decision-making agencies concerned with construction and operation of transportation facilities; and

(3) To conduct research into urban problems such as traffic, planning, financing, land use, and transportation systems.

The work of the section is accomplished by five units. The *Field Studies Unit* is responsible for updating and continuing previous work especially that applicable to the Motor Vehicle Use Study and the Motor Vehicle Accident Cost Study. The *Operation Unit* handles the staff work in cooperation with other governmental agencies. The *Research Unit* works on research problems generated by staff studies and cooperating agencies. The *Data Processing Unit* tabulates and processes the information obtained for land use studies, origin and destination studies, and for traffic studies which involve masses of details. The *Graphics and Publishing Unit* does the drafting and mapping work for the section including design and layout work, multilithing, photography, library maintenance, and publishing reports.

4. ECONOMIC RESEARCH.—The Economic Research Section is divided into two units: (1) Road Inventory, and (2) Traffic.

(a) *Road Inventory.*—The principal activities of this unit are keeping data current pertaining to mileages and physical features of all rural highways and State primary and county highway extensions into municipalities. New and revised information pertaining to changes in highway systems, length and width of road surfaces, corporate and urban limits, township and road district lines, highway structures, and cultural features adjacent to the highways are reported annually by the district highway offices. In addition to the annual revisions for 86 counties, complete reinventories were made for 16 counties during 1959.

The Illinois Highway Code, enacted as Senate Bill 4 by the Seventy-first General Assembly, provided for changes in highway systems. A classification of roads into the systems provided by the Code was started in 1959, but has not progressed far enough to be reflected in the road inventory mileages for this year. Two provisions of the Code which pertained to State-aid roads were made in the 1959 road inventory records. These changes are:

(1) Changed the name of the State-aid system to the county highway system, and

(2) Eliminated overlapping mileage of existing highways where designated State-aid roads coincided with the State primary system.

The following definitions indicate the roads that comprise the three major systems presently in use insofar as road inventory records are concerned.

The *State primary system* includes all roads built or utilized as a part of the State bond issue network of highways; all roads built as, or already improved and taken over as, regular Federal-aid highways; all beltlines and other roads and streets constructed under the authority of the System of State Highways Act; and all roads and bridges constructed as specific House or Senate bill roads. The rural portion of the system at December 31, 1959 included 10,657.1 miles of highways, all of which were maintained by the State with the exception of toll bridges and certain connections to these bridges. The net mileage of municipal extensions to the system was 2,081.8.

The *county highway system* is comprised of all roads and municipal extensions which have been designated by the county board of supervisors or commissioners and approved by the Division of Highways. The total designated rural mileage of 18,450.1 includes 219.0 miles of routes on new location that were not coincident with any existing road. Under the provisions of the Illinois Highway Code, county highways cannot coincide with State highways. Therefore, in the road inventory mileage for this year, approximately 3,000 miles of designated State-aid roads and their municipal extensions that coincided with the primary system were removed from the designated county highway system. The net mileage of rural county highways as of December 31, 1959 was 18,231.1 as shown in Table 37. The net mileage of municipal extensions to the system was 1,867.5.

The *local system* is comprised of all rural public roads that are not included in either the State primary or county highway systems. In general, these roads are under the jurisdiction of the townships and road districts, although small mileages are constructed and maintained by various other governmental and private agencies. The net mileage of roads in this system was 73,247.9 at the end of 1959 as shown in Table 37.

The following tabulation shows the total miles of general surface types of rural roads in the State from 1948 to 1959, inclusive:

December 31	Miles of Rural Highways by Surface Types			
	Paved	Low Type	Earth	Total
1948	12,129.2	73,992.6	18,562.4	104,684.2
1949	12,165.0	74,830.0	17,288.1	104,283.1
1950	12,166.3	75,540.8	15,712.2	103,419.3
1951	12,186.0	76,228.6	14,343.4	102,758.0
1952	12,210.9	76,918.2	13,340.1	102,469.2
1953	12,262.9	77,756.3	12,214.4	102,233.6
1954	12,288.9	78,364.0	11,604.9	102,257.8
1955	12,295.9	78,914.5	11,100.9	102,311.3
1956	12,335.2	79,385.5	10,660.4	102,381.1
1957	12,346.1	80,017.0	9,985.3	102,348.4
1958	12,306.6	80,362.7	9,578.5	102,247.8
1959	12,299.3	80,696.6	9,140.2	102,136.1

The total miles of rural highways varies each year because of changes in corporate limits, development of subdivisions, abandonments and relocations due to new alignments, abandonments from

TABLE 37.—MILEAGE OF RURAL HIGHWAYS BY TYPE OF SURFACE—DECEMBER 31, 1959.

County	Highway System												Total Rural Mileage[5]
	Primary[5]				County Highway[4]				Local				
	Paved[1]	Low-type Surface[2]	Earth[3]	Total	Paved[1]	Low-type Surface[2]	Earth	Total	Paved[1]	Low-type Surface[2]	Earth	Total	
Adams	134.23	3.08	----------	137.31	4.84	380.08	----------	384.92	2.98	916.75	109.02	1,028.75	1,550.98
Alexander	37.90	13.38	----------	51.28	0.11	69.19	----------	69.30	----------	224.37	25.74	250.11	370.69
Bond	74.02	0.16	----------	74.18	5.53	116.69	----------	122.22	0.97	447.90	72.99	521.86	718.26
Boone	34.73	0.02	----------	34.75	9.11	86.82	----------	95.93	0.44	367.46	9.11	377.01	507.69
Brown	26.02	21.78	----------	47.80	----------	72.76	1.24	74.00	----------	279.23	99.68	378.91	500.71
Bureau	169.62	2.69	----------	172.31	3.57	316.93	----------	320.50	0.03	964.54	50.89	1,015.46	1,508.27
Calhoun	14.34	15.62	----------	29.96	----------	57.96	----------	57.96	0.05	198.44	51.47	249.96	337.88
Carroll	96.64	----------	----------	96.64	0.91	118.35	----------	119.26	2.46	476.44	52.77	531.67	747.57
Cass	50.04	0.08	----------	50.12	2.52	85.07	0.65	88.24	0.28	293.22	96.51	390.01	528.37
Champaign	137.57	0.03	----------	137.60	212.44	85.64	0.14	298.22	4.93	1,376.66	148.35	1,529.94	1,965.76
Christian	90.50	----------	----------	90.50	15.70	136.57	----------	152.27	2.22	1,042.65	128.09	1,172.96	1,415.73
Clark	78.25	0.23	----------	78.48	4.63	163.14	0.65	168.42	0.14	663.54	90.08	753.76	1,000.66
Clay	43.59	24.97	----------	68.56	1.32	130.43	0.53	132.28	----------	540.00	186.11	726.11	926.95
Clinton	93.97	0.24	----------	94.21	10.53	106.86	0.25	117.64	0.75	497.86	102.16	600.77	812.62
Coles	66.53	20.52	----------	87.05	70.42	102.72	----------	173.14	16.44	687.88	48.52	752.84	1,013.03
Cook	260.38	0.19	----------	260.57	294.85	376.15	0.87	671.87	8.06	622.88	18.27	649.21	1,581.65
Crawford	55.09	2.79	----------	57.88	2.05	152.75	----------	154.80	----------	609.43	36.74	646.17	858.85
Cumberland	61.36	8.04	----------	69.40	0.77	109.29	----------	110.06	0.03	421.12	110.88	532.03	711.49
DeKalb	101.74	0.12	----------	101.86	8.62	146.01	----------	154.63	0.25	809.81	22.21	832.27	1,088.76
DeWitt	80.69	----------	----------	80.69	0.07	91.01	----------	91.08	----------	546.16	42.12	588.28	760.05
Douglas	68.96	----------	----------	68.96	34.11	79.78	----------	113.89	5.96	579.14	48.03	633.13	815.98
DuPage	137.64	0.48	----------	138.12	24.77	177.71	----------	202.48	1.06	662.73	13.26	677.05	1,017.65
Edgar	98.71	----------	----------	98.71	21.46	135.00	----------	156.46	10.65	842.65	41.40	894.70	1,149.87
Edwards	35.13	1.92	----------	37.05	0.28	60.60	----------	60.88	0.24	253.33	61.79	315.36	413.29
Effingham	83.54	15.93	----------	99.47	0.90	149.31	----------	150.21	0.06	541.85	156.76	698.67	948.35
Fayette	95.20	9.99	----------	105.19	----------	167.10	0.11	167.21	0.16	845.96	261.16	1,107.28	1,379.68
Ford	124.53	----------	----------	124.53	2.97	99.69	2.63	105.29	----------	605.96	120.08	726.04	955.86
Franklin	98.31	0.02	----------	98.33	9.56	152.19	----------	161.75	0.85	582.34	45.25	628.44	888.52
Fulton	193.86	0.17	----------	194.03	13.46	236.33	0.67	250.46	1.62	795.56	141.38	938.56	1,383.05
Gallatin	40.67	0.06	----------	40.73	----------	90.75	1.34	92.09	----------	289.24	58.95	348.19	481.01
Greene	68.58	15.97	----------	84.55	0.21	150.19	----------	150.40	----------	543.12	69.45	612.57	847.52
Grundy	77.07	----------	----------	77.07	8.36	129.74	1.00	139.10	----------	477.16	56.18	533.34	749.51
Hamilton	51.52	----------	----------	51.52	----------	129.64	7.18	136.82	----------	456.61	261.11	717.72	906.06
Hancock	120.73	----------	----------	120.73	0.31	191.67	----------	191.98	0.99	985.32	124.92	1,111.23	1,423.94
Hardin	31.66	0.96	----------	32.62	----------	41.58	----------	41.58	----------	171.56	19.47	191.03	265.23

Henderson	72.46	8.33	----------	80.79	0.15	85.17	----------	85.32	0.47	342.53	91.07	434.07	600.18
Henry	196.85	0.34	----------	197.19	33.49	151.15	2.52	187.16	0.12	985.82	85.10	1,071.04	1,455.39
Iroquois	180.60	0.77	----------	181.37	193.73	328.62	----------	522.35	0.61	1,276.91	219.90	1,497.42	2,201.14
Jackson	111.74	12.80	----------	124.54	0.75	166.53	3.48	170.76	0.05	538.38	139.20	677.63	972.93
Jasper	58.52	----------	----------	58.52	----------	183.24	0.02	183.26	----------	517.05	248.65	765.70	1,007.48
Jefferson	81.01	1.10	----------	82.11	0.11	252.82	2.75	255.68	0.05	641.55	260.32	901.92	1,239.71
Jersey	64.81	14.64	----------	79.45	0.04	111.03	----------	111.07	----------	327.25	65.03	392.28	582.80
JoDaviess	78.08	----------	----------	78.08	0.01	167.22	----------	167.23	0.63	594.52	28.05	623.20	868.51
Johnson	57.61	----------	----------	57.61	----------	73.90	----------	73.90	0.10	226.48	127.02	353.60	485.11
Kane	148.83	----------	----------	148.83	23.87	303.85	----------	327.72	1.91	493.27	6.81	501.99	978.54
Kankakee	140.90	8.41	----------	149.31	26.62	225.60	2.13	254.35	1.33	743.85	143.83	889.01	1,292.67
Kendall	91.09	0.59	----------	91.68	3.38	101.60	----------	104.98	0.09	366.72	5.14	371.95	568.61
Knox	127.16	0.05	----------	127.21	0.95	254.76	----------	255.71	0.94	783.19	93.32	877.45	1,260.37
Lake	200.15	2.23	----------	202.38	59.45	187.96	----------	247.41	5.67	646.78	18.27	670.72	1,120.51
LaSalle	253.91	0.30	----------	254.21	12.14	357.24	----------	369.38	4.87	1,399.05	92.18	1,496.10	2,119.69
Lawrence	62.28	----------	----------	62.28	1.71	126.68	----------	128.39	3.23	477.80	47.04	528.07	718.74
Lee	138.55	0.23	----------	138.78	20.94	198.23	----------	219.17	0.18	800.11	104.64	904.93	1,262.88
Livingston	188.43	7.14	----------	195.57	15.96	250.03	3.11	269.10	0.89	1,376.78	256.77	1,634.44	2,099.11
Logan	120.13	0.10	----------	120.23	0.73	180.35	----------	181.08	0.13	748.87	28.81	777.81	1,079.12
McDonough	92.79	----------	----------	92.79	0.68	187.78	2.24	190.70	0.40	739.23	89.34	828.97	1,112.46
McHenry	165.24	0.10	----------	165.34	7.11	161.70	----------	168.81	1.75	926.04	11.69	939.48	1,273.63
McLean	256.47	0.22	----------	256.69	6.39	414.82	----------	421.21	----------	1,389.23	112.38	1,501.61	2,179.51
Macon	98.52	----------	----------	98.52	7.55	222.89	----------	230.44	1.58	847.04	34.39	883.01	1,211.97
Macoupin	135.57	14.25	----------	149.82	9.30	219.54	1.00	229.84	0.06	966.19	118.30	1,084.55	1,464.21
Madison	233.07	5.13	----------	238.20	82.23	177.19	----------	259.42	20.59	848.92	64.28	933.79	1,431.41
Marion	72.39	15.69	----------	88.08	4.38	231.25	0.64	236.27	0.55	614.22	225.07	839.84	1,164.19
Marshall	80.40	12.43	----------	92.83	----------	109.64	----------	109.64	----------	426.44	26.10	452.54	655.01
Mason	82.17	----------	----------	82.17	6.60	114.01	1.46	122.07	0.26	447.64	218.44	666.34	870.58
Massac	31.30	3.78	----------	35.08	----------	68.33	----------	68.33	----------	288.69	26.00	314.69	418.10
Menard	37.12	9.81	----------	46.93	2.86	76.98	----------	79.84	----------	359.16	34.55	393.71	520.48
Mercer	73.65	----------	----------	73.65	4.30	148.78	----------	153.08	1.06	609.01	113.87	723.94	950.67
Monroe	52.09	0.02	----------	52.11	*0.03	74.63	0.64	75.30	0.05	382.17	45.74	427.96	555.37
Montgomery	80.60	29.99	----------	110.59	0.27	185.29	0.07	185.63	0.03	906.27	118.34	1,024.64	1,320.86
Morgan	107.98	0.35	----------	108.33	4.31	165.48	0.15	169.94	----------	623.10	101.97	725.07	1,003.34
Moultrie	68.04	0.15	----------	68.19	14.97	56.78	----------	71.75	0.17	495.41	32.24	527.82	667.76
Ogle	157.90	3.17	----------	161.07	3.22	269.77	2.74	275.73	0.03	867.16	48.71	915.90	1,352.70
Peoria	159.71	0.08	----------	159.79	24.01	312.98	----------	336.99	6.68	660.02	61.65	728.35	1,225.13
Perry	85.75	----------	----------	85.75	0.05	136.63	----------	136.68	----------	393.25	116.55	509.80	732.23
Piatt	75.83	0.15	----------	75.98	30.61	74.79	----------	105.40	0.62	590.01	51.22	641.85	823.23
Pike	108.35	41.65	----------	150.00	0.20	164.65	0.81	165.66	----------	889.76	122.39	1,012.15	1,327.81
Pope	48.65	----------	----------	48.65	----------	80.67	1.36	82.03	0.09	262.97	60.93	323.99	454.67
Pulaski	35.34	2.11	----------	37.45	0.10	47.21	2.06	49.37	0.92	191.99	45.52	238.43	325.25
Putnam	39.95	11.25	----------	51.20	----------	36.19	----------	36.19	----------	180.47	13.13	193.60	280.99
Randolph	109.56	0.55	----------	110.11	0.70	168.65	1.71	171.06	0.12	562.22	89.00	651.34	932.51
Richland	35.13	----------	----------	35.13	0.72	137.43	0.50	138.65	----------	482.41	117.97	600.38	774.16

TABLE 37.—Concluded.

County	Highway System												Total Rural Mileage[5]
	Primary[5]				County Highway[4]				Local				
	Paved[1]	Low-type Surface[2]	Earth[3]	Total	Paved[1]	Low-type Surface[2]	Earth	Total	Paved[1]	Low-type Surface[2]	Earth	Total	
Rock Island	94.60	----------	----------	94.60	50.38	169.37	----------	219.75	0.93	337.49	73.70	412.12	726.47
St. Clair	190.22	----------	----------	190.22	33.77	206.92	0.67	241.36	3.58	732.48	56.65	792.71	1,224.29
Saline	87.72	0.11	----------	87.83	2.03	131.91	1.73	135.67	3.26	488.52	60.90	552.68	776.18
Sangamon	209.11	3.02	----------	212.13	26.27	243.92	----------	270.19	1.92	1,072.41	54.02	1,128.35	1,610.67
Schuyler	82.25	7.87	----------	90.12	5.76	97.08	9.53	112.37	0.16	416.16	123.22	539.54	742.03
Scott	42.08	7.85	----------	49.93	----------	64.27	0.79	65.06	----------	225.61	58.55	284.16	399.15
Shelby	85.36	----------	----------	85.36	3.12	231.38	1.13	235.63	0.12	1,076.70	130.07	1,206.89	1,527.88
Stark	66.23	----------	----------	66.23	0.33	104.88	----------	105.21	0.54	323.90	37.25	361.69	533.13
Stephenson	78.82	0.24	----------	79.06	0.17	244.54	----------	244.71	0.52	741.17	34.89	776.58	1,100.35
Tazewell	113.57	1.36	----------	114.93	3.89	182.19	----------	186.08	2.51	797.50	48.68	848.69	1,149.70
Union	55.67	15.48	----------	71.15	----------	106.31	----------	106.31	0.24	394.47	70.15	464.86	642.32
Vermilion	124.19	0.06	----------	124.25	229.24	34.97	----------	264.21	12.52	1,206.46	50.73	1,269.71	1,658.17
Wabash	36.89	0.18	----------	37.07	0.12	74.51	----------	74.63	0.14	251.42	36.80	288.36	400.06
Warren	89.11	----------	----------	89.11	0.66	173.62	----------	174.28	1.93	658.46	100.92	761.31	1,024.70
Washington	107.56	0.07	----------	107.63	----------	136.87	3.87	140.74	----------	477.16	177.51	654.67	903.04
Wayne	64.52	0.31	----------	64.83	----------	226.11	7.41	233.52	----------	803.64	299.85	1,103.49	1,401.84
White	84.69	0.44	----------	85.13	----------	158.03	5.54	163.57	----------	631.24	147.15	778.39	1,027.09
Whiteside	140.34	9.56	----------	149.90	29.40	206.53	2.47	238.40	2.48	743.83	61.45	807.76	1,196.06
Will	266.46	1.11	----------	267.57	46.86	266.14	0.67	313.67	0.51	1,131.30	79.72	1,211.53	1,792.77
Williamson	71.16	----------	----------	71.16	35.66	105.79	----------	141.45	8.66	475.76	105.62	590.04	802.65
Winnebago	106.04	0.52	----------	106.56	70.13	284.46	----------	354.59	4.80	554.48	42.68	601.96	1,063.11
Woodford	100.83	14.12	----------	114.95	2.17	145.54	0.59	148.30	0.20	630.94	66.80	697.94	961.19
Total	10,227.42	429.65	----------	10,657.07	1,908.96	16,241.08	81.05	18,231.09	162.87	64,025.90	9,059.13	73,247.90	102,136.06

[1] Paved surface includes block, brick, portland cement concrete, and high-type bituminous.
[2] Low-type surface includes low-type bituminous, gravel or stone, and oiled earth.
[3] Under construction.
[4] Does not include designated County Highway mileage that coincides with the primary system.

[5] Mileage of Illinois Tollways, exclusive of ramps, not included in the above table.

County	*Mileage*
Boone	12.78
Cook	37.34
DuPage	0.39
Kane	15.24
Lake	22.96
McHenry	9.01
Winnebago	15.89
	113.61

disuse, and new construction. The change in mileage of surface types shown in the preceding tabulation shows an increase in the mileage of low-type surfaced roads and a corresponding decrease in earth roads.

County maps of the general highway series are being redrafted on the polyconic projection using data obtained from aerial photographs and field inventory surveys. The 88 counties that have been redrafted are listed below:

Adams	DeWitt	Jefferson	Marshall	Saline
Alexander	Douglas	Jersey	Massac	Sangamon
Bond	DuPage	Kane	Menard	Scott
Boone	Edgar	Kankakee	Mercer	Shelby
Brown	Edwards	Kendall	Monroe	Stark
Bureau	Effingham	Knox	Montgomery	Tazewell
Calhoun	Fayette	Lake	Morgan	Union
Carroll	Ford	LaSalle	Peoria	Vermilion
Champaign	Franklin	Lawrence	Perry	Wabash
Christian	Fulton	Lee	Piatt	Warren
Clark	Gallatin	Livingston	Pike	Wayne
Clay	Greene	Logan	Pope	White
Clinton	Grundy	McHenry	Pulaski	Whiteside
Coles	Hamilton	McLean	Putnam	Will
Cook	Hardin	Macon	Randolph	Williamson
Crawford	Henry	Macoupin	Rock Island	Winnebago
Cumberland	Jackson	Madison	St. Clair	Woodford
DeKalb	Jasper	Marion		

The following 14 county maps have not been redrafted but show the reinventory survey data:

Cass	Iroquois	McDonough	Ogle	Stephenson
Hancock	JoDaviess	Mason	Richland	Washington
Henderson	Johnson	Moultrie	Schuyler	

All of the general highway maps were revised to show the changes in surface types of rural highways and in corporate limits of municipalities as reported by the districts during the year.

The assembling of the data for the *Official Illinois Highway Map* was completed.

The *State Federal-aid primary, Federal-aid interstate,* and *State Federal-aid secondary maps* were revised and reprinted.

Three *State traffic maps* were completed showing the average daily total traffic, commercial, and semitrailer traffic on rural primary highways.

County traffic maps were prepared for each county showing total traffic on rural roads having an average daily traffic of 100 vehicles or more.

(b) *Traffic.—Rural traffic volume counts* were made in 1959 for all roads with daily traffic volumes of 100 or more vehicles. From these data three State traffic maps were completed and published

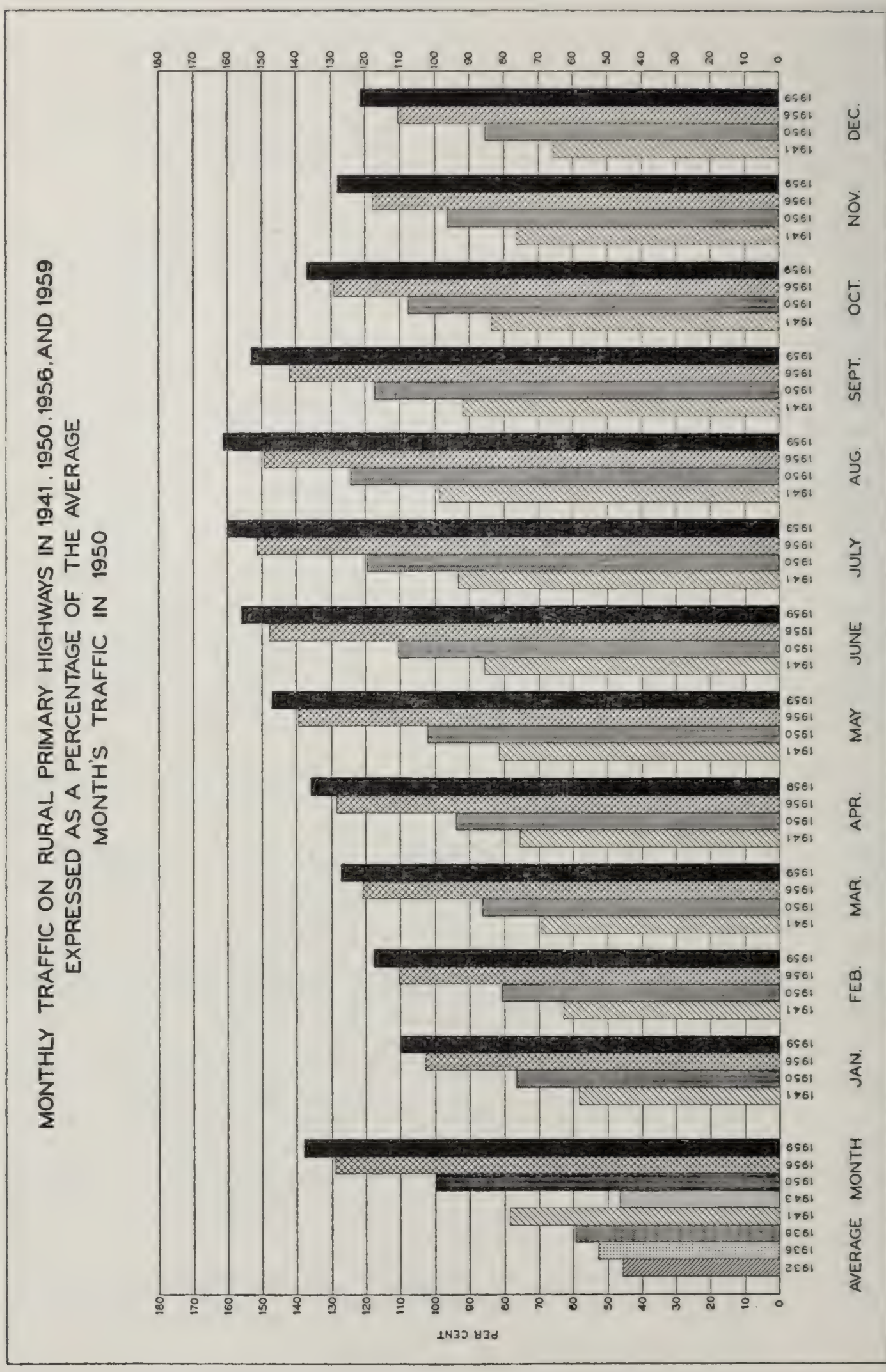
MONTHLY TRAFFIC ON RURAL PRIMARY HIGHWAYS IN 1941, 1950, 1956, AND 1959
EXPRESSED AS A PERCENTAGE OF THE AVERAGE
MONTH'S TRAFFIC IN 1950
PER CENT
0
10
20
30
40
50
60
70
80
90
100
110
120
130
140
150
160
170
180
AVERAGE MONTH
JAN.
FEB.
MAR.
APR.
MAY
JUNE
JULY
AUG.
SEPT.
OCT.
NOV.
DEC.
1932
1936
1938
1941
1943
1950
1956
1959

Figure 11.

showing total traffic, total commercial traffic, and total semitrailer traffic, respectively, on the rural primary system. County maps were also printed showing total traffic on the local, secondary, and rural primary systems.

A comparison of total traffic made at 304 key station locations on rural primary highways indicated that the 1959 traffic was 4.5 per cent greater than that of 1958. Single-unit truck traffic increased 5.9 per cent and large truck combinations increased 8.7 per cent.

Traffic volume counts secured each month at 90 key stations located on rural county highways showed a traffic increase of 3.3 per cent while those for rural township roads indicated a 2.1 per cent increase over 1958.

The traffic ratios of passenger cars, single-unit trucks, and large truck combinations to the total traffic have remained about the same since 1953, with passenger cars constituting about 82 per cent, single-unit trucks and buses 11 per cent, and large truck combinations 7 per cent of the total traffic recorded. Although there remained a constant ratio between the three large classes of vehicles, a major change occurred in the number and type of trucks which fall in the large truck combination class. In 1953, 39.9 per cent of the truck combinations had three axles, 57.8 per cent had four axles, and 2.3 per cent had five axles. In 1959 these respective percentages were 22.0, 56.0, and 21.0.

The average monthly traffic for 1932, 1936, 1938, 1941, 1943, 1950, 1956, and 1959 and the comparison of traffic by months for 1941, 1950, 1956, and 1959 are shown in Figure 11.

Urban traffic volume surveys were continued by counting the primary and county highway extensions in all cities except Chicago. These counts will be used in determining the vehicles-miles on the primary and secondary extensions in municipalities.

Data for the *State-wide traffic volume and classification study* for the two-year period 1958 and 1959 were obtained from approximately 55,000 twenty-four hour machine counts on the local, secondary, and primary road systems, and from 1,000 eight-hour classification counts made at strategic locations on rural primary highways. This information, in addition to data received from key and automatic count stations, was summarized on county traffic maps and served as a basis for the State total, commercial, and semitrailer traffic maps. The information also furnishes the basic data for a vehicle-mile study of the primary and local road systems.

Origin and destination traffic studies were continued with the completion of field work during the summer of 1959 for three large-scale origin and destination studies. The studies were of the Fox River Valley Area, the Madison-St. Clair County Area, and the State-wide Multiple Screen Line Study. Smaller studies were made in Ottawa, Vandalia, Canton, Freeport, DuQuoin, Springfield, and Anna-Jonesboro.

Truck weight surveys were analyzed and comparisons of the axle and total weights were made with similar surveys of 1936, 1942, and 1949. These data are summarized in Tables 38, 39, and 40.

TABLE 38.—COMPARISON OF AVERAGE WEIGHTS OF LOADED AND EMPTY COMMERCIAL VEHICLES.

Vehicle Type and Year Weighed	Total—All Vehicles		Loaded Vehicles		Empty Vehicles	
	Distribution by Vehicle Type	Average Total Weight	Per Cent of Total Vehicles Weighed	Average Loaded Weight	Per Cent of Total Vehicles Weighed	Average Empty Weight
	Per Cent	Pounds	Per Cent	Pounds	Per Cent	Pounds
Single-unit trucks						
Year 1959	[2]60.49	9,299	59.41	11,518	40.59	6,034
Year 1949	61.82	9,553	60.76	11,427	39.24	6,653
Year 1942	71.00	9,233	54.74	11,633	45.26	6,330
Year 1936	79.67	7,690	63.52	8,975	36.48	5,452
Tractor-truck semitrailers						
Year 1959	[2]39.51	38,808	72.70	45,169	27.30	21,864
Year 1949	37.47	31,494	74.20	35,864	25.80	18,919
Year 1942	27.56	26,090	68.48	30,676	31.52	16,144
Year 1936	18.42	22,212	79.78	24,868	20.22	11,736
Trailer combinations[1]						
Year 1959	[2]0.49	38,782	71.19	40,561	28.81	26,588
Year 1949	0.71	45,161	53.00	62,855	47.00	25,209
Year 1942	1.44	25,807	59.26	32,613	40.74	15,909
Year 1936	1.91	24,588	59.26	31,881	40.74	13,982

[1] Includes combinations consisting of tractor-truck semitrailers with trailers as well as combinations consisting of trucks with trailers.
[2] Percentage distribution by vehicle type for total of all vehicles for the year 1959 was made from the 1959 key station summaries.

TABLE 39.—PERCENTAGE COMPARISON BY GROSS WEIGHT GROUPS OF ALL COMMERCIAL VEHICLES WEIGHED 1936, 1942, 1949, AND 1959.

Total Gross-weight Group in Pounds	Single-unit Trucks Weighed in				Tractor-truck Semitrailers Weighed in				Trailer Combinations[1] Weighed in			
	1959 Per Cent	1949 Per Cent	1942 Per Cent	1936 Per Cent	1959 Per Cent	1949 Per Cent	1942 Per Cent	1936 Per Cent	1959 Per Cent	1949 Per Cent	1942 Per Cent	1936 Per Cent
Under 10,000	68.02	63.37	68.50	74.40	0.09	0.35	0.84	7.55	----------	10.00	7.41	37.04
10,000-11,999	6.92	9.90	8.90	7.80	0.04	0.42	2.78	8.03	----------	1.00	18.52	----------
12,000-13,999	6.07	6.65	6.00	6.40	0.29	1.94	6.40	10.11	----------	1.00	3.70	----------
14,000-15,999	5.00	6.14	5.00	6.80	1.59	5.16	9.42	5.94	----------	----------	3.70	----------
16,000-17,999	3.21	5.48	4.40	2.90	3.02	6.72	7.49	5.94	----------	4.00	----------	3.70
18,000-19,999	2.86	3.67	2.10	1.20	5.61	6.14	6.64	9.47	----------	1.00	----------	3.70
20,000-21,999	2.03	2.29	1.40	0.30	6.87	5.03	5.92	7.87	40.68	----------	7.41	3.71
22,000-23,999	2.23	0.69	0.20	0.10	5.74	5.62	4.83	9.63	3.39	----------	7.41	7.41
24,000-25,999	0.63	0.49	0.70	0.10	5.54	5.13	6.04	7.38	6.78	2.00	22.22	18.42
26,000-27,999	0.07	0.34	0.50	----------	4.24	5.79	4.23	7.06	11.86	2.00	11.11	11.11
28,000-29,999	0.29	0.28	0.30	----------	2.97	4.85	5.92	16.37	6.78	9.00	----------	----------
30,000-34,999	0.71	0.52	0.50	----------	7.58	14.49	19.44	4.65	----------	17.00	3.70	----------
35,000-39,999	1.67	0.09	0.70	----------	8.38	14.46	14.01	----------	----------	7.00	----------	3.70
40,000-44,999	0.29	0.03	0.70	----------	8.79	8.77	4.11	----------	----------	----------	----------	3.70
45,000-49,999	----------	0.06	0.10	----------	9.80	6.93	0.85	----------	----------	2.00	3.71	7.41
50,000-54,999	----------	----------	----------	----------	13.50	6.07	0.48	----------	----------	----------	----------	----------
55,000-59,999	----------	----------	----------	----------	8.45	1.73	0.24	----------	3.39	1.00	----------	----------
60,000-64,999	----------	----------	----------	----------	4.31	0.31	----------	----------	3.39	8.00	3.70	----------
65,000-69,999	----------	----------	----------	----------	2.56	0.03	0.12	----------	16.95	12.00	3.71	----------
70,000-74,999	----------	----------	----------	----------	0.59	0.03	0.12	----------	6.78	18.00	3.70	3.70
75,000-79,999	----------	----------	----------	----------	0.04	----------	0.12	----------	----------	5.00	----------	----------
80,000 and over	----------	----------	----------	----------	----------	0.03	----------	----------	----------	----------	----------	----------
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

[1] Includes combinations consisting of tractor-truck semitrailers with trailers as well as combinations consisting of trucks with trailers.

TABLE 40.—PERCENTAGE COMPARISON BY AXLE-LOAD WEIGHTS OF LOADED COMMERCIAL VEHICLES 1936, 1942, 1949, AND 1959.

Axle-load Group in Pounds	Single-unit Trucks Weighed in				Tractor-truck Semitrailers Weighed in				Trailer Combinations[1] Weighed in			
	1959 Per Cent	1949 Per Cent	1942 Per Cent	1936 Per Cent	1959 Per Cent	1949 Per Cent	1942 Per Cent	1936 Per Cent	1959 Per Cent	1949 Per Cent	1942 Per Cent	1936 Per Cent
Under 8,000	77.85	78.08	77.32	83.40	24.31	34.87	38.40	47.08	45.12	21.70	42.12	61.77
8,000- 8,499	2.05	1.81	2.77	2.60	5.10	1.65	2.98	3.62	3.80	1.94	5.27	4.41
8,500- 8,999	1.38	1.58	1.75	2.05	3.76	1.33	1.52	2.21	----------	1.94	7.02	1.47
9,000- 9,499	1.24	1.46	2.09	1.10	4.11	2.28	2.31	3.89	----------	2.71	3.51	2.94
9,500- 9,999	1.31	1.55	0.78	2.80	3.18	2.35	1.35	2.95	----------	1.16	1.75	2.94
10,000-10,999	2.18	3.04	2.28	2.40	6.38	5.20	5.07	6.37	----------	1.94	5.27	14.71
11,000-11,999	1.98	2.65	2.57	2.90	6.66	6.38	6.19	7.04	4.89	1.55	1.75	4.41
12,000-12,999	2.08	2.37	3.20	1.35	7.64	7.10	6.65	7.31	14.13	5.04	10.53	----------
13,000-13,999	2.06	2.51	2.72	0.70	9.56	7.92	7.26	6.24	5.98	5.81	10.52	1.47
14,000-14,999	2.13	2.16	1.80	0.45	9.83	8.58	8.50	6.31	3.80	12.40	1.75	----------
15,000-15,999	2.74	1.25	1.21	0.20	7.81	7.30	7.60	4.03	7.07	11.63	----------	1.47
16,000-16,999	1.38	0.72	0.78	0.05	5.06	6.80	6.76	2.01	13.04	15.12	1.75	2.94
17,000-17,999	0.96	0.46	0.39	----------	4.83	5.00	3.32	2.74	2.17	11.24	----------	1.47
18,000-18,999	0.56	0.16	0.34	----------	1.40	2.21	1.41	0.13	----------	4.65	3.51	----------
19,000-19,999	0.05	0.09	----------	----------	0.22	0.51	0.40	0.07	----------	0.78	1.75	----------
20,000-21,999	0.05	0.09	----------	----------	0.06	0.32	0.28	----------	----------	0.39	----------	----------
22,000-23,999	----------	0.02	----------	----------	0.09	0.11	----------	----------	----------	----------	1.75	----------
24,000-25,999	----------	----------	----------	----------	----------	0.01	----------	----------	----------	----------	1.75	----------
26,000-27,999	----------	----------	----------	----------	----------	0.07	----------	----------	----------	----------	----------	----------
28,000 and over	----------	----------	----------	----------	----------	0.01	----------	----------	----------	----------	----------	----------
Total	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00

[1] Includes combinations consisting of tractor-truck semitrailers with trailers as well as combinations consisting of trucks with trailers.

5. PLANNING AND PROGRAMING.—Included in the Planning and Programing Section are two units: Highway Cost and Administrative Studies. A brief description of the 1959 work of these units follows.

(a) *Highway Cost.*—The highway cost unit continued collecting and analyzing data relative to State and local government highway finance. Studies were made of the collection, allotment, and use of motor-user taxes. The Annual Report of the Division and the Illinois Highway Story were assembled, edited, and published. Tables and charts were prepared to help explain to the public such matters as highway taxation, financial transactions of the State, and information relative to deficiencies on the State highway system.

The *local finance study* collects and analyzes data concerning the financial transactions of the counties, municipalities, and townships for highways, streets, and related purposes. In 1959 the study of the 1958 fiscal year was completed and the study of the 1959 year began. Table 41 from this study shows the taxes collected in 1958 and the amount disbursed by each class of government. A comparison of the sources of revenue and the purposes of expenditure for 1958 with the five previous years is given in Table 42.

State highway finance studies involve the gathering and summarization of information from other State departments and from the Bureau of Administrative Service. It includes compiling data concerning the collection, allotment, and refunds of motor fuel taxes; the registration of vehicles and the revenue derived from this source; and financial transactions of the State for highway purposes. During 1959 the 1958 study was completed and tabulations prepared for State and Federal publication.

Forest highways study required by provisions of the 1958 Federal-aid Highway Act consisted of a study in three stages: Stage 1 to review the system of forest highways in southern Illinois for additions to the system, Stage 2 to estimate the cost of retiring deficiencies to 1971, and Stage 3 to select a construction program for forest highway improvement and provide for adequate maintenance. The study, conducted in cooperation with the Forest Highway Service and the Bureau of Public Roads, was completed late in 1959.

An *interstate cost study,* to be made in 1960 in compliance with provisions of the Federal highway laws, began in the fall of 1959. Meetings were held with members of the Bureau of Public Roads and preliminary work was initiated for conducting the detailed study to determine the cost of completing the interstate system. Estimates of the cost of completing the interstate system, made in 1957, were reviewed periodically for comparison with actual contract and right-of-way costs. From these comparisons, improvements in the method of conducting studies of highway deficiencies were developed for use in future studies.

The *1958 Annual Report* of the Division of Highways was assembled, edited, and transmitted to the printer for publication in 1959. In addition the 1957 Annual Report was released to the public.

TABLE 41.—RECEIPTS AND DISBURSEMENTS FOR HIGHWAY PURPOSES BY GOVERNMENTAL UNITS OF ILLINOIS DURING THEIR 1958 FISCAL YEAR.

Sources of Receipts and Purposes of Disbursements	Funds Received and Spent by														Total	
	State		Counties		Townships and Road Districts		Municipalities		Special Districts[1]		Federal Government[2]		Toll Bridges Owned by Governmental Agencies			
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
RECEIPTS																
Property taxes	----------	-----	$22,025,815	37.9	$26,559,784	80.6	$14,940,148	20.1	$1,911,104	17.0	----------	-----	----------	-----	$65,436,851	11.8
Motor vehicle imposts[3]	$220,875,910	93.3	----------	-----	1,281	0.0	29,164,128	39.2	277,211	2.5	----------	-----	----------	-----	250,318,530	45.2
Other special imposts	2,485,248	1.0	1,242,046	2.1	133,464	0.4	3,970,344	5.3	849,751	7.5	----------	-----	[4]$5,407,369	16.1	14,088,222	2.6
Transfers from general funds	----------	-----	365,005	0.6	3,551,047	10.8	9,893,456	13.3	3,387,771	30.1	----------	-----	14,561	0.0	17,211,840	3.1
Federal funds	----------	-----	----------	-----	----------	-----	----------	-----	----------	-----	$107,147,039	100.0	----------	-----	107,147,039	19.3
Borrowings	----------	-----	25,050,750	43.2	2,623,339	8.0	5,536,623	7.4	----------	-----	----------	-----	5,614,973	16.8	38,825,685	7.0
Decrease in balance	13,453,352	5.7	9,374,279	16.2	----------	-----	1,915,521	2.6	4,830,143	42.9	----------	-----	22,506,203	67.1	52,079,498	9.4
Adjustments for aid transfers[5]	----------	-----	----------	-----	72,817	0.2	8,988,630	12.1	----------	-----	----------	-----	----------	-----	9,061,447	1.6
Total receipts	$236,814,510	100.0	$58,057,895	100.0	$32,941,732	100.0	$74,408,850	100.0	$11,255,980	100.0	$107,147,039	100.0	$33,543,106	100.0	$554,169,112	100.0
Per cent	42.7		10.5		6.0		13.4		2.0		19.3		6.1		100.0	
DISBURSEMENTS																
Direct (except interest)	$248,438,995	95.5	$74,331,294	88.0	$41,654,872	89.8	$91,763,221	77.5	$4,984,046	44.3	----------	-----	$27,354,520	81.6	$488,526,948	88.2
Interest	437,440	0.2	2,824,070	3.3	706,130	1.5	2,349,546	2.0	900,000	8.0	----------	-----	4,192,338	12.5	11,409,524	2.1
Debt retirement	7,552,000	2.9	7,224,400	8.6	3,699,048	8.0	9,362,248	7.9	567,000	5.0	----------	-----	1,648,637	4.9	30,053,333	5.4
Nonhighway and transfers	----------	-----	61,030	0.1	51,023	0.1	14,909,391	12.6	4,804,934	42.7	----------	-----	347,611	1.0	20,173,989	3.6
Increase in balance	----------	-----	----------	-----	277,283	0.6	----------	-----	----------	-----	----------	-----	----------	-----	277,283	0.0
Adjustment for aid transfers[5]	3,721,647	1.4	6,388	0.0	----------	-----	----------	-----	----------	-----	----------	-----	----------	-----	3,728,035	0.7
Total disbursements	$260,150,082	100.0	$84,447,182	100.0	$46,388,356	100.0	$118,384,406	100.0	$11,255,980	100.0	----------	-----	$33,543,106	100.0	$554,169,112	100.0
Per cent	46.9		15.2		8.4		21.4		2.0		----------		6.1		100.0	

[1] Include only the Chicago Park District and the Metropolitan Sanitary District of Greater Chicago.

[2] Receipts of Federal Government are reimbursements for the Federal share of highway work, except for $57,740 of flood control funds used to repair flood-damaged highways.

[3] Includes the net motor fuel tax, State and local registration fees, franchise fees, and traffic fines after collection costs and refunds were paid.

[4] Contains the following:

Toll collections	$4,831,294
Interest	547,506
Miscellaneous	28,569
Total	$5,407,369

[5] Adjustments for aid transfers are made in this table because the fiscal year of the government granting the aid and that receiving it often differ and allotments of motor fuel tax to each class of government generally differ from the amount used during the year.

TABLE 42.—COMPARISON OF HIGHWAY FUND RECEIPTS AND DISBURSEMENTS, 1953-1958.

Sources of Receipts and Purposes of Disbursements	1953		1954		1955		1956		1957		1958	
	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent	Amount	Per Cent
RECEIPTS												
Property taxes	$ 48, 149, 400	14.8	$ 50, 344, 393	14.8	$ 50, 766, 331	10.8	$ 55, 810, 409	14.2	$ 59, 398, 944	12.8	$ 65, 436, 851	11.8
Motor vehicle imposts[1]	198, 300, 690	60.9	201, 760, 685	59.4	217, 782, 958	46.3	233, 087, 868	59.1	243, 035, 055	52.4	250, 318, 530	45.2
Other special imposts	7, 060, 164	2.1	8, 612, 248	2.5	10, 276, 626	2.2	14, 193, 161	3.6	14, 875, 404	3.2	14, 088, 222	2.6
Transfers from general funds	7, 861, 043	2.4	11, 268, 169	3.3	10, 501, 199	2.2	12, 594, 337	3.2	13, 321, 547	2.9	17, 211, 840	3.1
Federal funds	26, 010, 683	8.0	27, 029, 999	8.0	35, 140, 813	7.5	32, 445, 599	8.2	32, 899, 818	7.1	107, 147, 039	19.3
Borrowings	34, 774, 215	10.7	22, 687, 413	6.7	145, 472, 382	30.9	33, 020, 465	8.4	52, 296, 239	11.3	38, 825, 685	7.0
Decrease in balance	3, 552, 207	1.1	18, 168, 262	5.3	427, 834	0.1	13, 149, 770	3.3	46, 251, 557	10.0	52, 079, 498	9.4
Adjustments for aid transfers[2]	46, 909	0.0	----------	-------	30, 449	0.0	----------	-------	1, 507, 508	0.3	9, 061, 447	1.6
Total	$325, 755, 311	100.0	$339, 871, 169	100.0	$470, 398, 592	100.0	$394, 301, 609	100.0	$463, 586, 072	100.0	$554, 169, 112	100.0
DISBURSEMENTS												
Direct (except interest)	$248, 711, 664	76.3	$281, 074, 145	82.7	$281, 653, 874	59.9	$308, 330, 602	78.2	$371, 123, 692	80.0	$488, 526, 948	88.2
Interest	5, 546, 833	1.7	6, 790, 745	2.0	6, 564, 780	1.4	9, 755, 813	2.5	10, 587, 772	2.3	11, 409, 524	2.1
Debt retirement	21, 571, 878	6.6	22, 840, 778	6.7	23, 952, 944	5.1	24, 623, 379	6.2	38, 960, 554	8.4	30, 053, 333	5.4
Nonhighway and transfers	9, 632, 816	3.0	10, 645, 536	3.1	14, 634, 057	3.1	18, 076, 053	4.6	18, 528, 944	4.0	20, 173, 989	3.6
Increase in balance	27, 041, 377	8.3	13, 637, 372	4.0	132, 471, 313	28.1	15, 127, 818	3.8	24, 385, 110	5.3	277, 283	0.0
Adjustments for aid transfers[2]	13, 250, 743	4.1	4, 882, 593	1.5	11, 121, 624	2.4	18, 387, 944	4.7	----------	-------	3, 728, 035	0.7
Total	$325, 755, 311	100.0	$339, 871, 169	100.0	$470, 398, 592	100.0	$394, 301, 609	100.0	$463, 586, 072	100.0	$554, 169, 112	100.0

[1] Includes motor fuel tax, State and local vehicle registration fees, franchise fees, and traffic fines.
[2] Adjustments are principally represented by the difference of the amount of MFT allotted to, and that withdrawn by, the counties and cities and by the differences in fiscal years of governmental units.

The *Illinois Highway Story,* a brochure published annually to inform the public of the work of the Division, was prepared jointly by the Highway Cost Unit and the Economic Research Section. The 1959 edition was published during the summer.

A *motor fuel consumption study,* requested by the Federal Bureau of Public Roads in connection with the motor vehicle allocation study, began in 1959. The study entails the detailed reporting of more than two thousand persons in the Division of Highways and the Bureau of Public Roads concerning the gasoline used in privately-owned passenger cars. This study will be conducted through four seasons, beginning with the winter season of 1959 and 1960.

(b) *Administrative Studies.*—This unit is responsible for a variety of studies concerning administration, programing, and legislation. A summary of some of this work follows.

The *annual improvement program* is assembled and published each year. In 1959 the program for 1960 was completed and released to the public. The program consists of construction and right-of-way projects for the coming year arranged in order of priority by districts with maps and descriptions of the projects.

Federal-aid route descriptions of the locations of interstate and primary routes must be approved by the Federal Bureau of Public Roads before Federal funds are available for construction or improvement of the routes. The interstate route locations have been previously established, but the descriptions are now revised to conform with the Nation-wide numbering system assigned by the Bureau of Public Roads. Descriptions of routes within the Federal-aid primary highway system are being revised continually due to relocations of existing routes or the addition of new routes. Thirty-four of these revised route locations were approved during 1959, as well as the addition of three new route locations.

An *urban area* is an area including and adjacent to a municipality of 5,000 or more population as shown by the latest available Federal census. The boundaries of the urban areas are designated by the administrative studies unit subject to the approval of the Bureau of Public Roads. Funds allocated for urban improvements may be used only within these urban boundaries. Population increases and the frequent changes in corporate limits as our cities grow require numerous changes in urban boundary designations. Twenty-three of these urban areas were revised and approved in 1959. The administrative studies unit prepares the material and furnishes the Federal Bureau of Public Roads with the data necessary for approving these changes.

6. PHYSICAL RESEARCH.—All research concerning the physical properties of highways that is carried on in the Division either by Division forces or by cooperating outside agencies is correlated by the Bureau of Research and Planning, through the Physical Research Section. This Bureau has the responsibility for making arrangements for financing and conducting physical research projects, for keeping in close touch with projects in progress, and for disseminating infor-

mation that studies produce. In addition, the Bureau conducts such studies as are assigned to it consistent with available personnel and equipment.

The *Illinois Highway Research Council* is a twelve-member group serving in an advisory capacity to the Chief Highway Engineer in matters of research. Council members represent the Illinois Division of Highways, the Federal Bureau of Public Roads, the county superintendents of highways, the city engineers, and engineering educational institutions of Illinois. The Council reviews work on active physical research projects, reviews and approves manuscripts and progress reports for work completed, and reviews and makes recommendations concerning research projects that are suggested for addition to the research program. Two meetings of the Council were held, at which time ten suggestions for new research were given consideration. Seventeen written reports of research in progress were reviewed.

In general, the physical research work may be divided into two groups: (1) that accomplished within the Division with bureau and district forces; and (2) that conducted wholly or in part by outside agencies through cooperative agreements with the Division.

The major cooperating agent is the University of Illinois. A continuing program of highway research is being carried on at the University under agreement with the Division of Highways. The program, known as the Illinois Cooperative Highway Research Program, makes available for highway research, specialists and equipment not available within the Division. The total Division allotment for projects conducted by contract at the University of Illinois for the period July 1, 1959 to June 30, 1960 was $342,100.00. Other cooperative studies sponsored by the Illinois Division of Highways were conducted by Northwestern University and by the United States Geological Survey.

The Federal Bureau of Public Roads is participating in a number of individual research projects deemed to be of National interest. These projects are eligible for Federal participation from the 1½ per cent allotment available for State-wide highway planning for the year beginning July 1, 1959. Projects conducted both by Division forces and by outside cooperating agencies are eligible for Federal aid.

AASHO Road Test is the most important highway research project to be undertaken in the Nation. It is sponsored by the American Association of State Highway Officials and financed by all of the states, the Federal Government, and certain segments of private industry. Administration is by the Highway Research Board of the National Academy of Sciences. The State of Illinois has furnished the test site on a relocation of FAI Route 80 between Ottawa and LaSalle. The Illinois Division of Highways also has had the responsibility of preparing the construction plans and specifications and supervising of construction. Basically the study consists of an investigation of the behavior of known thicknesses of pavement subjected to axle loadings of known magnitude and frequency.

The project includes six test loops located along an eight-mile right-of-way. Each loop contains two test tangents, with portland

cement concrete pavement on one side of the dividing strip, and bituminous concrete pavement on the other side. There are a total of 836 separate test sections in the test tangents with various combinations of surface, base, and subbase thicknesses. Test tangents in the four major loops are 6,500 feet in length. The loop which will carry light traffic has 4,400-foot test tangents, and the loop which will carry no test traffic has 2,200-foot tangents.

Axle loads applied to the pavements vary from pick-up truck axle loads of 2,000 lbs. to truck tandem-axle loads of 48,000 lbs. Test vehicles are being driven over the pavements 18 hours a day, six days a week, for two years. Sixteen bridge spans at four locations are being tested.

The Illinois Division of Highways, in the period 1955 through 1958, conducted the necessary preliminary surveys, purchased the right-of-way, prepared the plans and specifications for the earthwork and necessary grade separation structures and completed the construction work. Test truck operation over the pavements began on October 15, 1958.

Test trucks are being operated by men of a special unit of the United States Army Transportation Corps stationed at the site. The experimental studies are being conducted under the direction of the Highway Research Board of the National Academy of Sciences. The Illinois Division of Highways has assigned an engineering task force to assist the Academy in the experimental work.

Test trucks are expected to be operated over the pavement continuously through November 1960. Approximately 390,000 applications of axle loadings on each of the test loops had been accomplished by December 31, 1959. Tests of a special nature will be conducted thereafter through the spring of 1961. The major research findings are scheduled to be reported to Congress in 1961.

Information derived from this project will enable highway administrators on both the Federal and state levels to better understand and compare the behavior of portland cement concrete and bituminous concrete on flexible base pavements under various loads and to attain greater service and economy in highway construction. The knowledge that is gained will be of further assistance in an equitable apportioning of highway user taxes and in the establishment of economical vehicle weight limits.

Summarized information concerning the more important physical research projects is given in Table 43. More detailed data concerning these projects may be found in the "Eighth Annual Summary of the Physical Highway Research Program of Illinois", Bureau of Research and Planning—1959.

TABLE 43.—HIGHWAY PHYSICAL RESEARCH PROJECTS IN WHICH THE DIVISION OF HIGHWAYS PARTICIPATED IN 1959.

Project No.	Name of Project	Purpose	Year Undertaken	See "Note" Below: Agency Conducting Project	See "Note" Below: Co-sponsors
2	Miscellaneous Highway Problems	Develop information useful in solution of miscellaneous highway problems	1940	3	1, 2, 3
4	Highway Drainage	Develop information useful in the design and spacing of inlets, inlet grates, and catch basins	1947 Comp. 1959	3	1, 3
5	Riveted and Bolted Structural Joints	Provide information for use in the design of riveted and bolted connections on bridges	1947	3	1, 2, 3, 4
6	Performance Survey of Pavement of Route US 66	Develop information concerning the effects of design, materials, construction, traffic, and climate on the performance of pavements	1949	1a	1, 2
7	Pavement Blowups	Provide information concerning the causes of blowups, for use in developing remedies	1950	1a, 1f	----------
9	Impact on Highway Bridges	Provide information for design, on stresses caused by impact of present-day vehicles	1950	3	1, 2, 3
10	Prestressed Reinforced Concrete Highway Bridges	Determine behavior and develop information required for design and construction	1951	3	1, 2, 3
12	Soil Exploration and Mapping	Provide engineering soil information in the form of maps and reports to guide highway engineers in design and construction	1951	3	1, 2, 3
13	Lean-mix Base Widening	Determine the economy of using a less-than-normal-cement-content portland cement concrete base widening on projects which include resurfacing with bituminous concrete	1951	1a, 1d	----------
14	Experimental Use of Bituminous Underseal (Route US 66, Lincoln to Sherman)	Determine effectiveness of various types of bituminous underseal materials in controlling pumping; determine quantities required	1951	1a	----------
15	Experimental Study of Pavement Slab Design, Joints and Joint Sealing Compounds (Route US 66, Section 110X-5 South of Springfield)	Develop, by means of field experimentation, improved methods for portland cement concrete pavement construction and design	1951	1a	1, 2
17	Oil-solvent Treatment	Determine, by means of field experimentation, the effectiveness of an oil-solvent solution in the control of salt-scaling of concrete pavements	1951	1a	----------
19	Base Paving without Forms	Develop equipment and methods which will permit formless placing of portland cement concrete bases for bituminous concrete surfaces	1952	1a, 1b, 1f	----------
20	Lean-mix Plain Unjointed Portland Cement Concrete Base with Bituminous Concrete Surface	Determine performance of lean-mix portland cement concrete bases surfaced with bituminous concrete	1955	1a, 1d, 1f	----------
22	Lateral Stability of Retaining Walls and Abutments	Develop improved methods of construction and design, and establish a rational method for the design of batter piles	1952 Comp. 1959	3, 1f	1, 2, 3
23	Determination of Waterway Areas	Develop an improved method for determining waterway areas for drainage structures	1952	3	1, 2, 3

TABLE 43.—Concluded.

Project No.	Name of Project	Purpose	Year Undertaken	See "Note" Below: Agency Conducting Project	See "Note" Below: Co-sponsors
27	Bituminous Surfacing on Flexible Base	Evaluate the performance under heavy traffic of a bituminous concrete surface on a crushed-stone base	1952	1a	1, 2
28	AASHO Road Test	Develop information to assist in determining: 1. What additional highway costs can be justified to permit the use of heavier trucks than now allowed. 2. How to design pavements that will carry present and future traffic. 3. What share of highway costs should be borne by the operators of various classes of vehicles.	1955	6	6
32	Bituminous Surfacing Investigation	Investigate the stability of bituminous mixtures, and the effects of mixing, transporting, placing, and weathering on the asphalt cement	1942	1d	----------
33	Paints, Enamels, and Sign Materials	Determine field performance of paints, enamels, and sign materials	------	1d	----------
43	Sealing of Joints and Cracks in Portland Cement Concrete Pavement	Determine the need for and performance of various compounds for sealing and filling joints	1953	1a	----------
44	Channeling, Cracking, and Shoving of Bituminous Surfaces	Develop information which will lead to a reduction of channeling, cracking, and shoving in bituminous surfaces	1953	1	----------
46	Soil-Aggregate Mixtures for Highway Pavement	Determine the effect of variables influencing the durability, stability, and wear resistance of soil-aggregate mixtures	1953	3	1, 2, 3
47	Chemical and Physico-Chemical Stabilization of Soils	Develop usage of chemicals in stabilizing natural soils for bases and subbases for pavement	1958	3	1, 2, 3
53	Vehicular Speed Regulation	Determine and evaluate factors involved in vehicular speed regulation; establish warrants for speed regulation and develop application procedures; and develop methods and devices for obtaining maximum compliance	1955	3	1, 2, 3
54	Flood Flows from Small Drainage Areas	Provide information that will aid in the scientific design of small drainage structures	1955	5	1, 5
57	Development of Bridge-Site Reports	Determine hydraulic and hydrologic information useful to bridge designers	1955	5	1, 5
58	Equipment for Establishment and Maintenance of Roadside Cover	Develop and evaluate ideas for more effective and economical roadside development and maintenance equipment	1958	3	1, 2, 3
59	Widths and Cross Sections for Medians of Divided Highways	Determine minimum desirable widths and cross sections for medians of divided highways in relation to safety, service and economy	1958	3	1, 2,3

60	Lane Use Controls	Develop improved methods of signaling, signing and marking lanes for left and right turns and for reversible traffic flow	1958	7	1, 2, 7
61	Left Hand On-and-Off Ramps for Expressways and Freeways	Determine functional acceptability of left-hand exits and entrances to expressways and freeways, including geometrics and signing for maximum efficiency	1959	7	1, 2, 7
63	85 Percentile Speed Study	Validate and develop speed criteria for geometric design, and sign selection and placement for grade-separated interchanges and at-grade intersections	1959	1a	1, 2
64	Welded Highway Structures	Improve designs for welded highway structures and improve inspection and quality control	1959	3	1, 2, 3
65	Highway Drainage Laws and Practices	Assemble and analyse existing drainage laws and practices as a background for a general policy statement and manual of highway drainage practice	1959	3	1, 2, 3
66	Study of Woody and Herbaceous Plants for Roadside Cover	Select nursery grown plants best suited for attractive ground cover and erosion control of raw soil on steep slopes	1959	3	1, 2, 3
67	Grasses and Their Establishment as Turf	Develop grass mixtures and methods of culture which will establish cover on raw growth resistant soils within two growing seasons to minimize soil erosion	1959	3	1, 2, 3
68	Guidelines for Rural Appraisals	Provide guidance in estimating (1) damage to remaining real property following severance or reduction in size, (2) value based on potential use, (3) value of partial takings not involving (1) and (2)	1959	3	1, 2, 3
69	Traffic-Linkage Patterns	Evaluate and develop hypotheses concerning the traffic linkage relationships that exist between communities as exemplified by the Champaign-Urbana region	1959	3	1, 2, 3
70	Social Factors and Traffic	Develop a method for making an estimate of the trip generation potential of a population on the basis of its social characteristics	1959	3	1, 2, 3
71	Traffic and Urban Land Values	Learn the influence on urban property values of changes in character and volume of traffic on a major street and highway network	1959	3	1, 2, 3
72	Prediction of Creep in Structural Concrete from Short-time Tests	Determine the usefulness of short-time sonic tests in predicting creep in structural concrete	1959	3	1, 2, 3
73	Mechanism of Fatigue Failure in Concrete	Determine some of the factors which influence the initiation and propagation of fatigue damage in concrete	1959	3	1, 2, 3
74	Road Smoothness	Improve riding quality of pavements through a systematized study of new and old pavements by means of standardized device for measuring smoothness	1957	1	1,2

NOTE: Agencies taking part in physical research activities:

1. Division of Highways
   a. Bureau of Research and Planning
   b. Bureau of Construction
   c. Bureau of Design
   d. Bureau of Materials
   e. Bureau of Traffic
   f. Highway Districts
2. Federal Bureau of Public Roads
3. University of Illinois
4. Research Council on Riveted and Bolted Joints
5. U. S. Geological Survey
6. For more detailed information of AASHO Road Test and the agencies conducting the project, see page 189 of this section.
7. Northwestern University

X. TRAFFIC

1. GENERAL.—Providing for traffic operation on State highways and administering the provisions of the Safety Responsibility Law are duties of the Bureau of Traffic. The work is accomplished by two sections established in the Bureau: (1) Traffic Operations, and (2) Safety Responsibility. Details of the work performed under each of these sections are given in the following paragraphs and tables.

2. TRAFFIC OPERATIONS.—It is the responsibility of the Traffic Operation Section to purchase the equipment and supplies for the sign and zone marking program; check interstate signing plans and traffic signal plans, and inspect traffic signal installations both on the interstate and primary system and on county and city motor fuel tax projects; issue permits for vehicles and loads exceeding the legal maximum in size and weight; conduct engineering studies and traffic investigations which include speed zone surveys; and compile accident statistical reports from the safety responsibility files.

Traffic investigations, preparation of sign and signal plans, and maintenance of signs and pavement markings are operations at the district level.

(a) *Highway Signs.*—There were 277,000 signs on State highways at the end of 1959. Of these, 12,000 were newly erected signs, and 88,000 were rehabilitated and replaced during the year.

The State Penitentiary at Pontiac rehabilitated 6,082 signs of which 4,064 were reflectorized. The penitentiary also sold to the Division 22,128 aluminum and 24,601 steel signs of which reflectorization material was applied to 28,395.

The district sign shops were supplied with 76,200 square feet of beaded material for reconditioning signs. Approximately 83,000 signs were rehabilitated in the district sign shops at an average cost of $2.00 per sign, exclusive of reflectorizing material.

(b) *Pavement Marking.*—The method of applying the standard centerline and laneline markings consisted of placing 15 feet of white followed by 25 feet of black paint in one operation. The yellow no-passing zone lines were also applied simultaneously with the centerlines.

Experimental applications of hot plastic lines were continued. There were 438,230 feet applied by contract, consisting of 334,830 feet of five-inch centerlines and lanelines, 30,000 feet of four-inch edgelines, and 73,400 feet of five-inch yellow lines applied as barrier and stop lines. The total cost was $123,897.54.

Solid-white pavement edgelines, 4 inches wide, were applied on 2,438 miles of the State highway system. This application was based on a policy of edge-striping all curves of less than 3,000-foot radius

and hazardous locations such as narrow-bridge approaches and abrupt changes in pavement width. Beads are applied to the white and yellow lines.

The average cost of application of zone marking was $12.64 per mile, exclusive of materials. The following tabulation shows quantities, mileages, and costs of the zone marking program for 1959.

Types of Material	Miles of Traffic Line	Gallons of Material	Pounds of Beads	Total Cost	Cost per Mile[1]
Tar	11,149	111,817	----------	[2]$ 80,994.93	$ 19.90
Asphalt	3,514	38,205	----------	[2]17,318.24	17.57
White (Dash)	15,256	153,725	715,483	523,859.21	34.34
White (Solid)	4,876	101,802	455,568	278,443.32	57.10
NPZ Yellow	1,778	39,780	170,414	[2]95,718.52	66.47
Double Yellow	773	36,515	169,973	100,523.97	130.04
Totals	37,346	481,844	1,511,438	$1,096,858.19	----------

[1] Cost per mile is based on application and material costs as if each line were run separately. Application costs were $12.64 per mile.

[2] Contains only material costs since these lines were marked simultaneously with and were accessory to the white dash line.

(c) *Traffic Signals.*—There were 2,460 traffic control signals, 238 flashing beacons, and 422 flashing school crossing signals in place on all State highways by the close of 1959. The traffic control signals consisted of 1,594 fixed-time and 866 actuated signals, most of which were installed by the municipalities and financed from the cities share of motor fuel tax funds.

The following new installations were made with State funds during 1959:

Traffic Control Signals

Grand Avenue and York Road north of Elmhurst
Ill. 53 and Army Trail Road north of Lombard
Ill. 53 and St. Charles Road west of Lombard
Alt. US 30 and Midwest Road south of Villa Park
US 14 and Ill. 47 southeast of Woodstock
Ill. 48 and Ill. 121 northeast of Decatur
US 66 and Ill. 125 east of Springfield
US 66 and US 54 northeast of Springfield
Ill. 140 and Airport Road west of Bethalto
Airline Drive and Airport Road east of East Alton
US 67 and Illinois 111 (Alton Bypass) north of Alton
Illinois 111 (Alton Bypass) and Ill. 140 east of Alton
Illinois 111 (Alton Bypass) and Alby Street extension north of Alton
US 51 and US 62 south of Cairo
Ill. 13 and Ill. 148 west of Marion
96th Avenue (US 45) and 107th Street northwest of Palos Park
Busse Road (Ill. 83) and Landmeier Road west of O'Hare Field
Dundee Road (Ill. 68) and Pfingsten Road south of Deerfield
River Road (US 45) and Euclid Avenue east of Prospect Heights
Cicero Avenue (Ill. 50, 83) and 135th Street west of Robbins

Algonquin Road and Meacham Road southwest of Rolling Meadows
Algonquin Road and Golf Road south of Arlington Heights
Algonquin Road and Arlington Heights Road south of Arlington Heights
Roosevelt Road and 25th Avenue in Broadview
Cumberland Avenue and Addison Street north of River Grove
Higgins Road and Mt. Prospect Road north of O'Hare Field
Devon Avenue and Dee Road southwest of Park Ridge
31st Street and 17th Avenue north of Brookfield
Central Avenue and Pratt Avenue west of Lincolnwood
Oakton Street and Mt. Prospect Road southwest of DesPlaines
Algonquin Road and Mt. Prospect Road west of DesPlaines
Northwest Highway (US 14) and Wilke Road west of Arlington Heights
Northwest Highway (US 14) and Hicks Road (US 14, Ill. 53) in Palatine
Chicago Avenue (Ill. 1A) and Sauk Trail in South Chicago Heights
Touhy Avenue and Dee Road west of Park Ridge
Algonquin Road (Ill. 62) and Busse Road west of DesPlaines
Dixie Highway and Joe Orr Road north of Chicago Heights
Touhy Avenue and Mt. Prospect Road north of O'Hare Field
Wood Boulevard (US 54), South Park Avenue and 171st Street north of Homewood
Oak Park Avenue and Montrose Avenue east of Norridge
80th Avenue and Belmont Avenue north of Elmwood Park
Dixie Highway, Flossmoor Road, and Cambridge Avenue
Cottage Grove Avenue and 159th Street (US 6) in South Holland
Western Avenue and Sauk Trail east of Park Forest
Indiana Avenue and 142nd Street east of Riverdale
Mannheim Road (US 12, 45) and Higgins Road (Ill. 72) east of O'Hare Field
Cicero Avenue (Ill. 50), Howard Street and Lincoln Avenue south of Skokie
First Avenue, Madison Street, and School Street east of Maywood
Northwest Highway (US 14) and Hicks Road (Ill. 53) north of Palatine
Governors Highway (US 54) and Flossmoor Road in Flossmoor
Western Avenue and 139th Street south of Blue Island
Butterfield Road (Ill. 56) and Taft Avenue east of Elmhurst
McCormick Boulevard and Pratt Avenue west of Lincolnwood
US 66 and Toll Road Ramp south of Hinsdale
Ill. 83 and Archer Avenue near Sag Bridge
Ill. 13 and Ill. 37 in Marion

Flashing Beacons

US 50 and Ill. 33 east of Lawrenceville
US 50 and Bridgeport Road north of Bridgeport
Ill. 130 and West Salem Road west of West Salem

Contracts were also awarded for altering and rehabilitating many previously installed signals because of increased capacity requirements.

The contract for maintenance of traffic signals, lighting systems, and pumping station systems in Districts 1 and 10 amounting to $573,330.84 was awarded for the first year of the biennium. This was an increase of $94,908.08 over the 1958 contract because of the addition of new installations and an increase in the unit bid prices.

(d) *Permits.*—During 1959 a total of 84,106 special permits was issued for the transportation, over State highways, of vehicles and loads whose dimensions or weights exceeded the legal maximum. This compares with a total of 74,486 issued during 1958. The Chicago office issued 9,407 permits; Effingham, 12,338; and Springfield, 62,361.

(e) *Engineering Studies and Traffic Investigations.*—Engineering studies and traffic investigations during the year involved 57,498 man-days. These studies included: (1) studies of high accident highways and intersections, (2) speed zone surveys, and (3) special studies for municipalities, etc.

The speed control program initiated by the speed limit law (effective on July 1, 1957) was brought to a conclusion by the end of 1959. By this time approximately 5,020 speed zones had been surveyed. These zones represent 2,719 miles of State highways in urban and nonurban districts. Of the total zones surveyed 390 were newly established, 2,290 were raised, 144 were lowered, and 2,196 were revaluated and found adequate.

(f) *Expenditures and Costs.*—Expenditures and costs are summarized in the following series of tables. Table 44 shows total cash expenditures and costs for traffic operations for 1959. Table 45 compares the 1958 and 1959 costs for traffic operations according to the type of work, exclusive of costs of expressways, Table 46 shows traffic control costs of expressways, and Table 47 shows construction funds expended by authorization during 1959.

TABLE 44.—ANNUAL STATEMENT SHOWING EXPENDITURES AND COSTS DURING 1959 FOR TRAFFIC OPERATIONS.

Accounts	Expenditures	Costs
Direct charges:		
Upkeep of signs, signals, markings, and lighting	$3,494,206.68	[1]$3,500,194.41
Administration and engineering:		
District offices	568,431.99	568,431.99
Bureau offices	173,819.64	173,819.64
Subtotal	$4,236,458.31	$4,242,446.04
Equipment	74,377.07	[2]74,259.34
Interdepartmental charges		
Less Credits		37,920.08
Total	$4,310,835.38	$4,278,785.30

[1] Includes actual expenditures for calendar year 1959 less $31,660.89 (December 1958 payroll paid in January 1959) plus $37,648.62 (December 1959 payroll paid in January 1960).
[2] Equipment depreciation is figured on straight-line basis.

TABLE 45.—COMPARISON OF TRAFFIC OPERATION COSTS FOR 1958 AND 1959.[1]

Account	1958 Costs[2] for 14,399.75 Miles			1959 Costs[2] for 14,434.12 Miles			Increase or Decrease	
	Total	Per Cent of Total	Per Mile	Total	Per Cent of Total	Per Mile	Total	Per Mile
Signs	$1,524,406.07	50.02	$105.87	$2,022,037.11	50.85	$140.09	+$497,631.04	$34.22
Pavement marking	1,077,867.04	35.37	74.85	1,363,235.77	34.28	94.44	+285,368.73	19.59
Highway lighting	31,428.76	1.03	2.18	46,678.04	1.17	3.23	+15,249.28	1.05
Traffic signals	413,988.13	13.58	28.75	544,716.97	13.70	37.74	+130,728.84	8.99
Total costs	$3,047,690.00	100.00	$211.65	$3,976,667.89	100.00	$275.50	+$928,977.89	$63.85

[1] Costs of expressways not included.
[2] Costs include administration expense of district offices and a pro rata share of the central office expenses.

TABLE 46.—TRAFFIC OPERATION COSTS FOR 52.63 MILES OF EXPRESSWAYS FOR 1959.

Account	Total Cost	Average Cost Per Mile
Signs	$ 34,550.57	$ 656.48
Pavement marking	219,463.56	4,169.93
Highway lighting	25,667.34	487.69
Traffic signals	22,435.94	426.30
Total cost	$302,117.41	$5,740.40

TABLE 47.—TRAFFIC CONTROL CONSTRUCTION BY AUTHORIZATION DURING 1959.

District	Amount
1	$43,964.74
2	22,576.04
3	23,798.45
4	11,097.14
5	21,955.09
6	12,104.44
7	12,975.11
8	22,595.25
9	22,641.79
10	30,296.72
Total	$224,004.77

(g) *Traffic Accidents.*—Accident information was taken from drivers' reports and distributed as in former years with 1,944 cases called to the attention of district engineers for correcting alleged deficient highways or for apprehending those who damaged highway structures. Accident records were furnished the districts for studying 79 specific locations.

Over 500 sets of State-wide and rural traffic accident statistical summaries were distributed each month. A national standard form for statistical summaries was adopted and utilized to issue a semi-annual summary of all accident details on a State-wide basis. Semi-annual lists of accident statistics arranged by county and city were prepared. Special information was collected and disseminated on the following subjects:

School Bus Accidents
House-trailer Accidents
Pedestrian Accidents
Expressway Accident Summary and Spot Map
Accidents Involving Motor Scooters or Motor Bicycles
Hour of Occurrence and Age of Victim in Fatal Accidents
Accident Rates at Rural Primary Highway Intersections
Accident Experience Under Varied Degrees of Access Control
Accident Rates Before and After Channelization of Intersections
Accident Experience Before and After Painting Pavement Edge Lines

Six issues of the "Highway Bulletin" were distributed as in previous years at the average rate of 122,000 copies per issue.

One issue of a leaflet entitled "Accident Facts" was printed in two colors displaying annual and other pertinent accident statistics in popular style. This was done in cooperation with the Division of Traffic Safety of the Department of Public Safety. The larger proportion of the 250,000 issue was distributed by the Division of Traffic Safety.

The number of traffic accidents occurring in cities and rural areas (rural areas include incorporated places of less than 2,500 population) is shown in the following tabulation.

Location	Number of Accidents		Per Cent Change
	1958	1959	
City of Chicago	108,084	111,491	+3.2
Cities 2,500 to 500,000	57,717	61,909	+7.3
Rural areas	41,433	44,090	+6.4
Total	207,234	217,490	+4.9

A comparison of the injuries, deaths, and death rate from motor vehicle accidents for 1958 and 1959 follows:

Item	1958	1959	Per Cent Change
Fatalities	1,886	1,795	—4.8
Persons injured	98,044	102,307	+4.3
Vehicle travel[1]	34,955	35,576	+2.6
Death rate[2]	5.4	5.0	—7.4

[1] Millions of vehicle miles.
[2] Deaths per hundred million miles of travel.

Various aspects concerning motor vehicle accidents in Illinois are summarized in the next few pages. Figure 12 shows the geographical distribution of fatalities in Illinois, Table 48 lists the contributing factors concerning rural accidents, Table 49 gives the type of accident, and Table 50 summarizes accident statistics in cities.

TABLE 48.—CIRCUMSTANCES CONTRIBUTING TO MOTOR VEHICLE ACCIDENTS IN 1959.[1]

Circumstances Contributing to Accident	Total Accidents		Fatal Accidents	
	Number	Per Cent	Number	Per Cent
Speed too fast	4,708	17.5	174	27.1
Followed too closely	3,811	14.1	10	1.5
Failed to yield right-of-way	3,217	11.9	52	8.1
Drove left of center	2,851	10.6	144	22.4
Improper overtaking	2,738	10.2	61	9.5
Passed stop sign	2,547	9.5	46	7.2
Other improper driving	2,393	8.9	82	12.8
Disregarded traffic signal	1,358	5.0	16	2.5
Had been drinking	1,214	4.5	47	7.3
Made improper turn	1,205	4.5	2	0.3
Inadequate brakes	732	2.7	3	0.5
Improper lights	169	0.6	5	0.8
Total	26,943	100 0	642	100.0

[1] Includes only accidents occurring on Interstate, US, or Illinois numbered routes traversing rural areas and cities having less than 2,500 population.

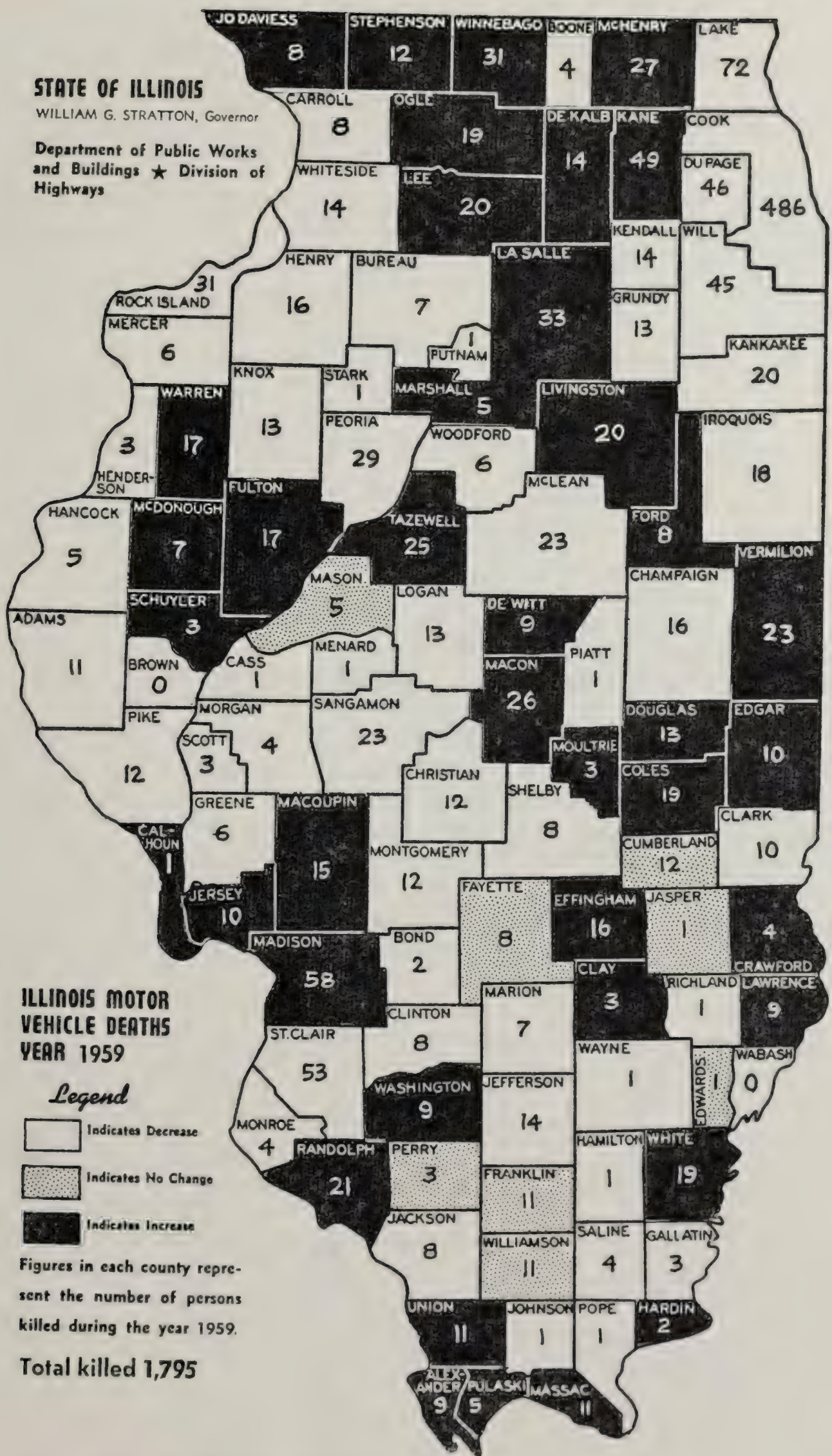

Figure 12. Deaths caused by motor vehicles in each county during 1959

TABLE 49.—REPORTED MOTOR VEHICLE ACCIDENTS IN 1959 BY TYPES OF COLLISION WITH RESULTING INJURIES AND DEATHS.

Type of Accident	Accidents		Persons Killed		Persons Injured	
	Number	Per Cent	Number	Per Cent	Number	Per Cent
Collision with:						
Pedestrian	9,380	4.3	362	20.2	9,396	9.2
Other motor vehicle	186,284	85.7	813	45.3	79,108	77.3
Railroad train	499	0.2	103	5.7	302	0.3
Animal drawn vehicle	31	0.0			26	0.0
Bicycle	1,915	0.9	34	1.9	1,710	1.7
Animal	494	0.2	1		119	0.1
Fixed object	7,891	3.6	215	12.0	4,151	4.1
Other object	1,017	0.5	7	0.4	428	0.4
Overturned in roadway	1,030	0.5	27	1.5	953	0.9
Ran off roadway	8,169	3.7	223	12.4	5,713	5.6
Other noncollision	780	0.4	10	0.6	401	0.4
Total	217,490	100.0	1,795	100.0	102,307	100.0

3. SAFETY RESPONSIBILITY.—The Uniform Act Regulating Traffic on Highways requires drivers and owners of vehicles involved in accidents which result in property damage in excess of $100 to any one person or in death or personal injury to file accident reports with the Department of Public Works and Buildings. The Safety Responsibility Section of the Bureau of Traffic receives these reports, determines the financial responsibility status of the owners and operators, and certifies to the Secretary of State the names of those who fail to provide proof of financial responsibility.

In 1959, 178,187 motor vehicle accidents were reported by drivers. Of these, an estimated 37,800 were of less than minimum property damage and no action was taken, but the remainder were processed for compliance with the Safety Responsibility Law. From these accident cases, the names of 44,040 persons were certified to the Secretary of State to deposit an aggregate amount of $27,800,270. Of these persons, 11,767 belatedly complied with the law and actions in their cases were rescinded.

The legislature enacted several amendments to the Safety Responsibility Law which had the effect of tightening its operation. The minimum amount of security required, formerly $100, was raised to $200. Deposits of security were specified to be retained by the State for two years instead of one year. After depositing security, the driver was required to furnish proof of financial responsibility for three future years. License suspension shall remain in effect one year from date of receipt of surrendered license instead of from the date of the accident. A reinstatement fee of $25 was added for any person whose license had been suspended. Reciprocity procedures with other states having a similar law were authorized.

These amendments, enacted by the Legislature in 1959, became effective January 1, 1960.

TABLE 50.—REPORTED TRAFFIC ACCIDENTS IN 1959 IN CITIES OF 5,000 OR MORE POPULATION.

City	Population in 1950	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Addison[1]	6,383	77				43	
Alton	32,550	698	4	5	228	346	466
Arlington Heights	8,768	291			84	115	207
Aurora	50,576	1,283	6	6	386	574	891
Bartonville[1]	6,127	58				30	
Batavia	5,838	70			15	23	55
Beardstown	6,080	63			14	22	49
Belleville	32,721	697	3	3	264	377	430
Bellwood	8,746	330	1	1	105	174	224
Belvidere	9,422	97			22	36	75
Bensenville[1]	5,451	139				75	
Benton	7,848	63	1	1	19	29	43
Berkeley	5,263	31			11	14	20
Berwyn	51,280	1,099	3	3	362	580	734
Bloomington	34,163	763	3	3	233	343	527
Blue Island	17,622	441	1	1	123	192	317
Bradley	5,699	110			40	83	70
Broadview	5,196	174			53	100	121
Brookfield	15,472	214			71	104	143
Cairo	12,123	154	2	2	42	56	110
Calumet City	15,799	470	6	7	142	231	322
Calumet Park	7,387	87	1	1	25	34	61
Canton	11,927	171	2	2	39	52	130
Carbondale	10,921	179			50	73	129
Carlinville	5,116	36			17	22	19
Carmi	5,574	86			17	22	69
Carpentersville[1]	12,559	116				77	
Centralia	13,863	241			77	115	164
Centreville	15,842	57			26	35	31
Champaign	39,563	1,225	1	1	286	389	938
Charleston	9,164	125	1	1	33	51	91
Chester	5,389	44			17	26	27
Chicago	3,620,962	111,491	297	307	27,067	39,024	84,127
Chicago Heights	24,551	622	1	1	198	333	423
Cicero	67,544	1,626	4	4	502	782	1,120
Clinton	5,945	78			22	36	56
Collinsville	11,862	167			50	68	117
Creve Coeur	5,499	53	2	2	27	49	24
Crystal Lake[1]	7,624	97		2		41	
Danville	37,864	1,024	4	4	274	394	746
Decatur	66,269	1,460	7	10	500	703	953
Deerfield[1]	7,609	83				42	
DeKalb	11,708	209	2	2	47	70	160
Des Plaines	14,994	574	5	5	201	340	368
Dixon	11,523	211			41	55	170
Dolton	5,558	158	1	1	50	65	107
Downers Grove	11,886	270			77	142	193
DuQuoin	7,147	42			18	24	24
East Alton	7,290	142			53	64	89
East Moline	13,913	379	2	2	93	127	284
East Peoria	8,698	456	4	4	112	170	340
East St. Louis	82,295	1,457	14	14	537	829	906
Edwardsville	8,776	113	1	1	36	56	76
Effingham	6,892	126	1	1	41	64	84
Elgin	44,223	899	4	4	230	360	665
Elmhurst	21,273	470	1	1	136	215	333
Elmwood Park	18,801	430			123	184	307
Evanston	73,641	1,444			438	643	1,006
Evergreen Park	10,531	446			140	211	306
Fairfield	5,576	72			15	20	57
Flora	5,255	64			15	22	49
Forest Park	14,969	353			124	193	229
Franklin Park	8,899	390			145	224	245
Freeport	22,467	349	1	1	96	120	252
Galesburg	31,425	589	4	4	150	209	435
Geneva	5,139	170	2	2	42	58	126
Glencoe	6,980	119			34	52	85
Glen Ellyn	9,524	169			48	62	121
Glenview	6,142	215	1	1	55	78	159
Granite City	29,465	495	2	2	176	265	317
Harrisburg	10,999	96	1	1	28	30	67
Harvey	20,683	646	2	2	232	366	412
Hazel Crest	5,981	25	1	1	7	10	17
Herrin	9,331	118	1	1	41	59	76
Highland Park	16,808	497	3	3	154	245	340

TABLE 50.—Continued.

City	Population in 1950	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Hillside	6,569	143	2	3	43	67	98
Hinsdale	8,676	205	----------	----------	67	123	138
Hometown	6,697	51	----------	----------	24	40	27
Homewood	5,887	172	2	2	59	115	111
Hoopeston	5,992	87	----------	----------	28	37	59
Jacksonville	20,387	305	1	1	86	111	218
Jerseyville	5,792	98	1	1	37	65	60
Joliet	51,601	1,232	2	3	368	577	862
Kankakee	25,856	582	2	2	171	272	409
Kewanee	16,821	146	2	2	32	44	112
LaGrange	12,002	413	----------	----------	114	182	299
LaGrange Park	6,176	129	----------	----------	47	81	82
Lake Forest	7,819	156	3	6	48	82	105
Lansing	8,682	176	2	2	56	81	118
LaSalle	12,083	176	----------	----------	52	86	124
Lawrenceville	6,328	95	----------	----------	31	44	64
Libertyville	5,425	108	----------	----------	36	57	72
Lincoln	14,362	195	----------	----------	40	52	155
Lincolnwood	10,490	460	3	3	180	308	277
Litchfield	7,208	62	----------	----------	14	24	48
Lockport[1]	5,914	85	----------	----------	----------	30	----------
Lombard	9,817	165	----------	----------	51	90	114
Loves Park	5,366	120	----------	----------	46	83	74
Lyons	6,120	245	----------	----------	99	174	146
Macomb	10,592	179	----------	----------	33	40	146
Madison	7,963	96	1	1	36	45	59
Markham	9,626	101	4	5	48	80	49
Marion	10,459	146	----------	----------	44	67	102
Mattoon	17,547	282	3	3	86	128	193
Maywood	27,473	708	1	1	241	377	466
Melrose Park	13,366	649	----------	----------	230	377	419
Mendota	5,129	73	----------	----------	24	41	49
Metropolis	6,093	48	----------	----------	8	13	40
Moline	37,397	1,068	4	4	277	405	787
Monmouth	10,193	175	----------	----------	40	58	135
Morris	6,926	76	1	1	20	30	55
Morton Grove	16,643	408	----------	----------	153	261	255
Mount Prospect	15,921	215	1	1	57	93	157
Mount Carmel	8,732	95	----------	----------	26	41	69
Mount Vernon	15,600	273	----------	----------	80	110	193
Mundelein[1]	9,744	56	----------	1	----------	32	----------
Murphysboro	9,241	132	----------	----------	34	53	98
Naperville	7,013	123	----------	----------	27	42	96
Niles	18,863	395	1	1	147	263	247
Normal	9,772	109	----------	----------	30	44	79
Norridge	10,059	144	----------	----------	58	96	86
North Riverside	7,147	135	----------	----------	48	78	87
North Chicago	8,628	281	2	2	69	105	210
Northbrook	10,853	107	----------	----------	36	63	71
Northlake	11,589	164	1	1	74	111	89
Oak Lawn	8,751	601	3	4	223	383	375
Oak Park	63,529	1,290	1	1	429	678	860
Olney	8,612	118	----------	----------	41	60	77
Ottawa	16,957	294	1	1	90	121	203
Palatine	10,161	124	----------	----------	43	64	81
Pana	6,178	71	1	1	18	19	52
Paris	9,460	133	----------	----------	41	75	92
Park Forest	8,138	122	----------	----------	35	54	87
Park Ridge	16,602	383	----------	----------	137	203	246
Pekin	21,858	449	1	1	125	202	323
Peoria	111,856	2,818	7	7	867	1,316	1,944
Peoria Heights	5,425	48	1	1	26	38	21
Peru	8,653	101	1	1	29	39	71
Pontiac	8,990	138	----------	----------	19	24	119
Princeton	5,765	94	----------	----------	24	37	70
Quincy	41,450	755	6	6	208	306	541
Rantoul	6,387	131	----------	----------	33	41	98
Riverdale	5,840	188	----------	----------	56	83	132
River Forest	10,823	417	4	4	158	279	255
River Grove	7,070	247	1	1	95	154	151
Riverside	9,153	198	2	2	60	91	136
Robinson	6,407	76	----------	----------	19	27	57
Rochelle	5,449	114	2	2	27	49	85
Rock Falls	7,983	141	----------	----------	41	67	100
Rockford	92,927	2,199	4	4	698	982	1,497

TABLE 50.—Concluded.

City	Population in 1950	Total Accidents	Fatal Accidents	Persons Killed	Nonfatal Accidents	Persons Injured	Property Damage Accidents
Rock Island	48,710	1,263	8	8	345	495	910
Rolling Meadows	10,531	25			9	16	16
Salem	6,159	86			18	31	68
Savanna	5,058	66			9	13	57
Skokie	14,832	1,379	2	2	547	893	830
South Holland	8,257	115			47	79	68
Springfield	81,628	1,568	4	4	493	724	1,071
St. Charles	6,709	164	3	3	36	65	125
Steger[1]	5,388	55				23	
Sterling	12,817	321	1	1	80	112	240
Streator	16,469	201			52	78	149
Summit	8,957	252			91	147	161
Sycamore	5,912	93			19	24	74
Taylorville	9,188	136			33	43	103
Tinley Park	5,366	22			8	9	14
Urbana	22,834	503			137	207	366
Vandalia	5,471	71	1	1	21	40	49
Venice	6,226	67	1	1	20	36	46
Villa Park	8,821	237	1	1	67	103	169
Washington Park	5,840	33			13	21	20
Waukegan	38,946	827	5	5	249	400	573
West Chicago[1]	5,316	59				26	
West Frankfort	11,384	136			44	62	92
Westchester	12,710	178			60	89	118
Western Springs	6,364	96			31	46	65
Wheaton	11,638	266			81	133	185
Wheeling	6,162	51	2	2	18	49	31
Wilmette	18,162	547	1	1	141	216	405
Winnetka	12,105	278	1	1	79	125	198
Wood River	10,190	196			73	103	123
Woodstock	7,192	89	1	1	27	47	61
Worth	7,852	86			30	45	56
Zion	8,950	127	1	1	40	56	86

[1] Numbers of fatal, nonfatal, and property damage accidents not compiled.

XI. MACHINERY

1. GENERAL.—The Bureau of Machinery, under the direction of the Superintendent of Transportation, processes all purchases of passenger cars, trucks, buses, and ambulances made by the Division of Highways, code departments, boards, and commissions of the State Government; prepares the equipment records and furnishes statistics on the operating cost of each vehicle to these agencies; maintains a high standard of performance in the inspection, service, and repair of automotive and related equipment operated by the State agencies indicated above; and administers and supervises, as the controlling agency, the State Garage Revolving Fund and the 14 State highway garages.

All procedures relating to the expenditure of funds, budgets, fiscal control, procurement of repair parts, tires, tubes, batteries, gasoline, oil, antifreeze, goods, materials, supplies, and services were continually under administrative review and audit by the Bureau. Measures passed and approved during the legislative session affecting the Bureau of Machinery and the State Garage Revolving Fund were studied and applied as directed.

The Bureau performed the usual housekeeping functions in connection with personnel, accomplished its specific phase of highway or related work, prepared departmental accounts, and requisitioned supplies, as well as managing a central control unit for audit and fiscal purposes.

2. REQUISITIONS, SPECIFICATIONS, AND PURCHASES.—The Bureau prepares and furnishes requisitions with specifications to the State Purchasing Agent of the Department of Finance for automotive vehicles, equipment, repair parts, tires, tubes, batteries, gasoline, oil, antifreeze, and supplies needed by the State in the operation and servicing of State-owned vehicles.

With the specifications furnished by the Bureau, the State Purchasing Agent calls for bids to supply the items needed. The bids obtained are reviewed with the aid of the Bureau and recommendations made to the State Purchasing Agent for his approval before the awards are made.

All purchases made by the Bureau comply with the requirements of the statutory purchasing regulations and with purchase orders or authorizations issued by the Department of Finance.

Instructions are also prepared to inform the various departments and the vendors of the conditions, terms, and method of billing required by the State.

The invoices covering purchases for automotive repairs and services to State-owned vehicles made outside the State highway garages are reviewed and approved by the Bureau before the Department of Finance will authorize payment.

3. OPERATING COSTS AND STATISTICS.—The Bureau maintains the equipment record of each passenger car, truck, bus, and ambulance for the Division of Highways and for the other State agencies. A total of 5,378 State-owned vehicles were on hand December 31, 1959 of which about one-half are used in the operation of the Division of Highways.

Monthly cost reports are tabulated for all passenger cars and trucks. Operating costs as well as mileage for each vehicle are furnished semiannually in June and December to the respective department in which the ownership is vested. This information permits the department heads to determine those vehicles that have become costly to operate and should be replaced, and to single out cars and trucks that are being driven excessive mileage.

A summary of the operating cost of automotive equipment used by the Division of Highways during 1959 is shown in Table 51.

A summary of the vehicles acquired during 1959 for use of the State departments and divisions either by trade-ins, out-right purchase, or donation is given below:

Source	Cars	Trucks	Buses	Ambulances	Total
Purchased new	777	403	5	0	1,185
Donated from US surplus property	8	35	2	1	46
Total	785	438	7	1	1,231

4. STATE GARAGE REVOLVING FUND.—The 62nd General Assembly meeting in 1941 enacted legislation in HB 937 which established a State Garage Revolving Fund in the State Treasury and authorized a transfer of $300,000 from the General Revenue Fund to the State Garage Revolving Fund for operating capital.

With this capital and the garage equipment and stock inventory that the Division of Highways had at that time, the State highway garages began operation on a basis similar to private garages.

Senate Bill 548 was passed by the 63rd General Assembly authorizing the transfer of an additional $200,000 from the General Revenue Fund to the State Garage Revolving Fund, thus completing the capital fund.

The purpose of establishing this fund was to make possible better accounting procedure, better administrative control, and more efficient operation of the State highway garages; to eliminate the use of highway funds contrary to law for the servicing of automotive equipment belonging to other State agencies; and to make the operation of the State highway garages self-sustaining.

As directed by State legislation all costs of operating the State highway garages consisting of labor, parts, overhead, and equipment is paid from the State Garage Revolving Fund and controlled by appropriation bills passed by the General Assembly. Expenditures from the State Garage Revolving Fund can be made only to the limits of appropriations and of cash available in the fund.

TABLE 51.—SUMMARY OF OPERATING COSTS OF AUTOMOTIVE EQUIPMENT USED BY THE DIVISION OF HIGHWAYS DURING 1959.

PASSENGER CARS

Total passenger cars	595	Total gasoline consumption, gallons	724,477
Total miles traveled	10,730,462	Average mileage per gallon, gasoline	14.81
Average mileage per car	18,034	Total oil consumption, quarts	29,735
Average operation cost per mile	$ 0.0644	Average mileage per quart of oil	360.9

DETAILS OF PASSENGER CAR OPERATING COSTS

Item Classification	Amount	Average Cost Per Mile	Per Cent of Total Cost
Gasoline	$217,119.35	$0.0202	31.42
Oil	13,597.62	.0013	1.97
Washing and lubrication	11,391.87	.0011	1.65
Repairs—labor	63,392.59	.0059	9.17
Repairs—parts	60,531.44	.0056	8.76
Tires	28,708.81	.0027	4.15
Tubes	571.03	.0000	0.08
Batteries and miscellaneous	4,174.59	.0004	0.61
Antifreeze	2,807.13	.0003	0.41
Storage	5,936.02	.0006	0.86
Depreciation	282,780.68	.0263	40.92
Total	$691,011.13	$0.0644	100.00

TRUCKS

Total trucks	1,848	Total gasoline consumption, gallons	3,246,143
Total miles traveled	23,605,877	Average mileage per gallon, gasoline	7.27
Average mileage per truck	12,774	Total oil consumption, quarts	126,851
Average operating cost per mile	$ 0.1129	Average mileage per quart of oil	186.1

DETAILS OF TRUCK OPERATING COSTS

Item Classification	Amount	Average Cost Per Mile	Per Cent of Total Cost
Gasoline	$940,098.73	$0.0398	35.26
Oil	56,296.26	.0024	2.11
Washing and lubrication	38,738.90	.0016	1.45
Repairs—labor	289,810.92	.0123	10.87
Repairs—parts	278,336.70	.0118	10.44
Tires	111,689.54	.0047	4.19
Tubes	5,987.42	.0003	0.22
Batteries and miscellaneous	14,792.71	.0006	0.56
Antifreeze	2,616.39	.0001	0.10
Storage	58,758.14	.0025	2.20
Depreciation	869,025.11	.0368	32.60
Total	$2,666,150.82	$0.1129	100.00

Garage accounting instructions and practices insure that the State Garage Revolving Fund is at all times maintained at its proper level and that all charge outs made by the garages are paid to the State Garage Revolving Fund from the proper appropriations. These payments are deposited to the credit of the State Garage Revolving Fund.

Governor Dwight Green issued an executive order whereby all automotive equipment belonging to State agencies under the Civil Administrative Code must be serviced through the 14 State highway garages. This policy has been followed by succeeding governors.

On March 8, 1956 $300,000 of the original operating capital was repaid to the State General Revenue Fund. Garage equipment has been modernized and new garages equipped.

The balance sheet shown in Table 52 gives the status of the State Garage Revolving Fund at the end of 1958 and 1959. The cash account at December 31, 1959 of $477,009.05 indicates the good financial condition of the fund.

TABLE 52.—STATE GARAGE REVOLVING FUND BALANCE SHEET AT THE END OF 1958 AND 1959.

	At December 31	
	1958	1959
ASSETS		
Current assets:		
Cash	$301,060.09	$477,009.05
Accounts receivable	309,635.29	258,722.16
Inventories	610,749.10	533,114.14
Fixed assets:		
Garage machinery and equipment	265,347.59	284,615.04
Office equipment	35,363.59	39,001.48
Passenger cars and trucks	48,230.23	51,457.49
Total assets	$1,570,385.89	$1,643,919.36
LIABILITIES		
Current liabilities:		
Accounts payable	$99,619.42	$95,981.66
Accrued payrolls	26,625.02	30,241.51
Long-term debt:		
Due General Revenue Fund (SB 548—63rd G.A.)	200,000.00	200,000.00
Fixed liabilities:		
Due Division of Highways—		
Initial parts inventory (July 1,1941)	44,196.47	44,196.47
Initial equipment inventory (July 1, 1941)	155,910.18	155,910.18
Total liabilities	$526,351.09	$526,329.82
SURPLUS		
Earned surplus	1,044,034.80	1,117,589.54
Total liabilities and surplus	$1,570,385.89	$1,643,919.36

5. SERVICES, INVENTORIES, EQUIPMENT, AND BUILDINGS.—The repairing and servicing of the many pieces of automotive equipment and machinery operated by the State was handled in 14 State highway garages located at the following strategic points: Elgin, Dixon, Ottawa, Watseka, Peoria, Monmouth, Paris, Champaign, Springfield, Effingham, East St. Louis, Carbondale, North Chicago at 4051 Harlem Avenue, and South Chicago at 159th and Crawford Avenue in Harvey. The Bureau operates these garages with the cooperation of the district engineers and through the garage foremen, three traveling garage superintendents, and one traveling accountant.

Experienced and qualified personnel are employed to provide prompt service and repairs to State-owned vehicles. By this service and periodic inspection, State-owned vehicles are kept in the best operating condition at a saving in time and cost.

(a) *Services.*—In addition to servicing State vehicles with gasoline, oil, and antifreeze, each garage issues job invoices for a variety of services. Included are: washing and polishing; battery installation and charging; lubrication; motor tune-up; brake adjustment and relining; tire and tube installation and repair; wheel balancing; painting; body repair and fender work; safety inspections; new vehicle receivings and inspection; complete motor overhauling; and new motor installation.

The total revenue of the State Garage Revolving Fund for 1959 amounted to $2,057,018.46.

(b) *Inventories.*—A perpetual inventory of all parts and accessories, tires, tubes, batteries, gasoline, oil, antifreeze, and supplies is maintained in each garage. This record is kept by means of a card system which facilitates: (1) determining the number of parts in stock; (2) keeping an adequate supply of fast-moving items; and (3) simplifying semiannual inventories.

Inventories of this type are inherently difficult to manage because of the large number of different items, the sensitive nature and general utility of many of them, and the rapidity with which parts become obsolete as vehicle models change from year to year.

The Bureau requires each garage to forward a monthly physical inventory report on tires, tubes, batteries, gasoline, oil, and antifreeze. These reports are the Bureau's basic guide in purchasing the commodities needed. They also supplement the monthly garage report and are used to determine stock overage or shrinkage occurring during the month.

(c) *Equipment.*—Every effort was made to keep State-owned equipment in the best and safest operating condition. Semiannual safety inspections adopted in 1946 continued in 1959. Passenger cars were inspected in January and July and trucks in April and October. New garage equipment was acquired to replace obsolete or worn-out items and new cars and trucks replaced those with high mileage.

(d) *Buildings.*—New garage buildings were completed and occupied during the year at Champaign and Paris. Renovations and enlargements were made and completed during the year at both Chicago garages. Property for a new garage building at Monmouth was purchased.

XII. LOCAL ROADS AND STREETS

1. GENERAL.—The principal function of the Bureau of Local Roads and Streets is to supervise highway and street activities of the counties, municipalities, and road districts[1] which involve the use of motor fuel tax funds. Additional duties which have been delegated to this Bureau since 1951 are the supervision and planning of county roads to be improved with Federal-aid secondary funds.

A counterpart of the Bureau is maintained in each of the ten highway districts. The work from the district level concerns the designation of highway and street systems; the location, survey, design, and construction of highway and street improvements; and the maintenance of highways so improved. Contacts with local officials are largely through the district offices. All resolutions, plans, requests, and other documents are first submitted to the district office where they are checked before submittal to the central office for approval. Uniformity of action and correlation of the work of the Bureau and the district offices are accomplished by field engineers from the central office.

2. RECONCILIATION OF FINANCIAL DATA.—A reconciliation is necessary when comparing allotments and balances shown in this section with those given in the section on financing. Motor fuel tax which is deposited and accumulates in the State Treasury during the month is allotted during the early part of the following month. The Department of Finance considers the allotments applicable to the month of deposit yet the money is not available for use until the following month. Consequently the December allotment of the Department of Finance is not available for withdrawal by local units until January and for this reason is considered a January allotment by this Bureau. The following statement is a reconciliation of allotments between this section and data contained in Section III, Financing.

[1] The reference to road districts in this section includes township, township districts and county unit road districts.

COUNTY ALLOTMENTS
(Except Cook)

County allotments shown in Section I, Table 3 and Section III, Figure 5	$16,635,466.10
Less December 1959 allotment	1,292,596.18
	$15,342,869.92
Add December 1958 allotment	1,450,171.94
County allotment shown in Section XII, Table 56	$16,793,041.86

COOK COUNTY ALLOTMENT

Cook County allotment shown in Section I, Table 3 and Section III, Figure 5	$15,249,177.24
Less December 1959 allotment	1,184,879.83
	$14,064,297.41
Add December 1958 allotment	1,329,324.27
Cook County allotment shown in Section XII, Table 56	$15,393,621.68

MUNICIPAL ALLOTMENTS

Municipal allotment shown in Section I, Table 4 and Section III, Figure 5	$44,361,242.88
Less December 1959 allotment	3,446,923.15
	$40,914,319.73
Add December 1958 allotment	3,867,125.16
Municipal allotment shown in Section XII, Table 62	$44,781,444.89

TOWNSHIP OR ROAD DISTRICT ALLOTMENTS

Township allotment shown in Section I, Table 5 and Section III, Figure 5	$13,862,888.41
Less December 1959 allotment	1,077,163.49
	$12,785,724.92
Add December 1958 allotment	1,208,476.61
Township or road district allotment shown in Section XII, Table 66	$13,994,201.53

The closing balances in the motor fuel tax accounts shown in this section will be equal to those shown in Section III, Financing, if the December 1959 allotments as shown by the Department of Finance are added to the balances given in this section. A reconciliation of balances is shown below.

Item	Down-State Counties	Cook County	Municipalities	Townships or Road Districts
Balance shown in Section XII, Local Roads and Streets	$11,353,547.08	$10,966,504.84	$36,392,532.18	$15,390,043.59
December 1959 allotment	1,292,596.18	1,184,879.83	3,446,923.15	1,077,163.49
Balance shown in Section III, Financing	$12,646,143.26	$12,151,384.67	$39,839,455.33	$16,467,207.08

3. TABLES.—The tables which follow show State revenue available to the counties, municipalities, and townships or road districts; the amounts withdrawn by each unit of government for highway purposes; and the amount of work accomplished with State aids during 1959.

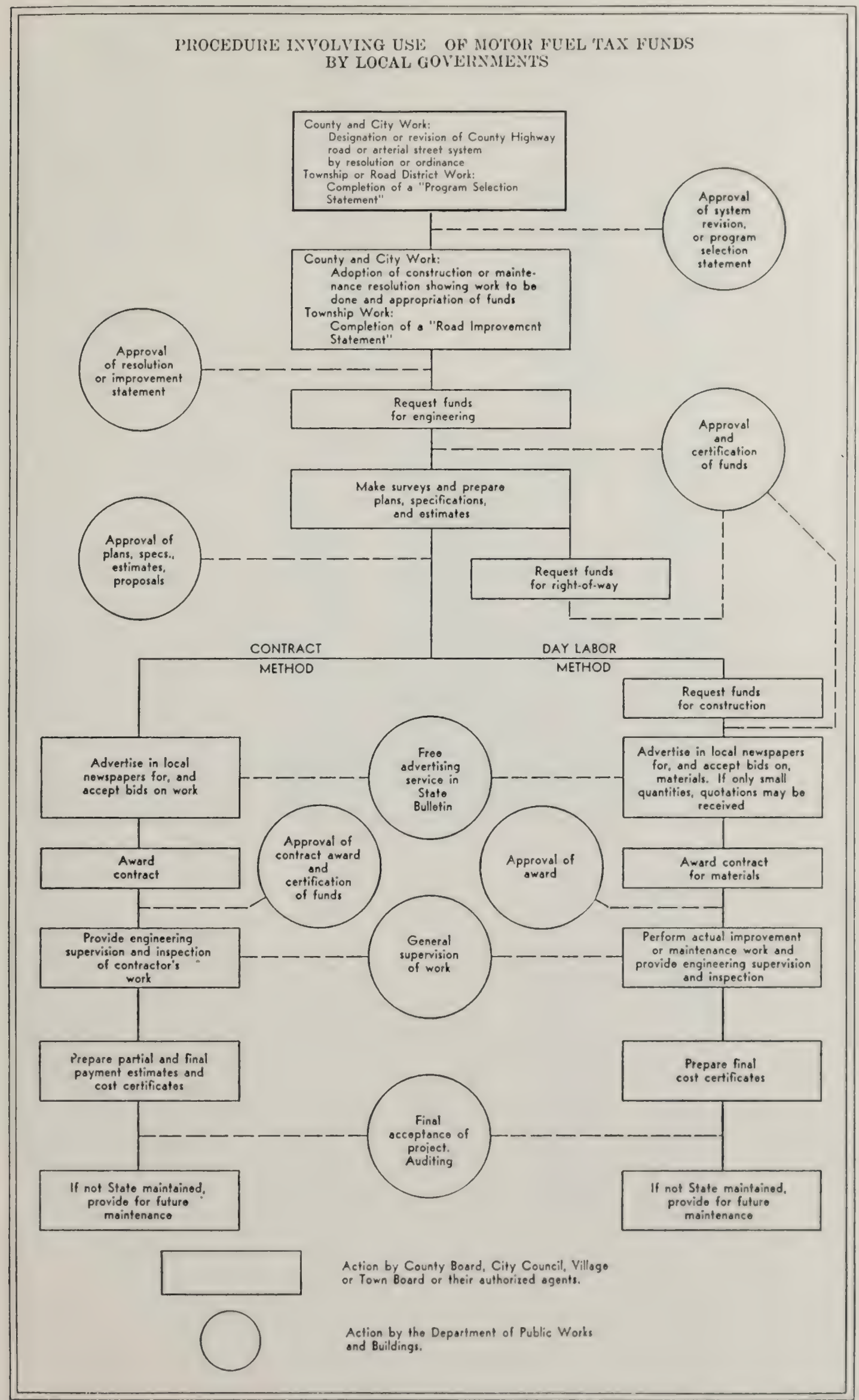
PROCEDURE INVOLVING USE OF MOTOR FUEL TAX FUNDS BY LOCAL GOVERNMENTS
County and City Work: Designation or revision of County Highway road or arterial street system by resolution or ordinance
Township or Road District Work: Completion of a "Program Selection Statement"
Approval of system revision, or program selection statement
County and City Work: Adoption of construction or maintenance resolution showing work to be done and appropriation of funds
Township Work: Completion of a "Road Improvement Statement"
Approval of resolution or improvement statement
Request funds for engineering
Approval and certification of funds
Make surveys and prepare plans, specifications, and estimates
Approval of plans, specs., estimates, proposals
Request funds for right-of-way
CONTRACT METHOD
DAY LABOR METHOD
Request funds for construction
Advertise in local newspapers for, and accept bids on work
Free advertising service in State Bulletin
Advertise in local newspapers for, and accept bids on, materials. If only small quantities, quotations may be received
Award contract
Approval of contract award and certification of funds
Approval of award
Award contract for materials
Provide engineering supervision and inspection of contractor's work
General supervision of work
Perform actual improvement or maintenance work and provide engineering supervision and inspection
Prepare partial and final payment estimates and cost certificates
Prepare final cost certificates
Final acceptance of project. Auditing
If not State maintained, provide for future maintenance
If not State maintained, provide for future maintenance
Action by County Board, City Council, Village or Town Board or their authorized agents.
Action by the Department of Public Works and Buildings.

Figure 13.

TABLE 53.—PERMISSIBLE USES OF MOTOR FUEL TAXES BY THE COUNTIES AND LOCAL GOVERNMENTS.

Use of Funds	Counties	Municipalities	Townships or Road Districts
Obligation Retirement	Retirement of bonds issued or other obligations incurred for the construction of county highways under the provisions of Illinois Highway Code.	Retirement of indebtedness incurred in the completion of any improvement or maintenance described below, or in payment of engineering costs in connection therewith.	Retirement of indebtedness incurred for construction, reconstruction, or improvement, including engineering, on township roads when made in accordance with Departmental procedures.
Construction	1. Improvement, construction, reconstruction, or widening of county highways and their extensions within incorporated municipalities. 2. Improvement, construction, or reconstruction of extensions of county highways within the corporate limit of any park district.	1. Construction or reconstruction of State highways within the municipality. 2. Construction or reconstruction of arterial streets within the municipality or their extensions outside of the municipality. 3. Construction of "stop-and-go" lights on arterial streets or thoroughfares. 4. Construction or reconstruction of pedestrian subways or overheads on arterial streets or State highways within the municipality. 5. Construction of street lighting systems on improved arterial streets or thoroughfares (including State highways and streets or thoroughfares constructed and paid for by special assessments levied under the Local Improvement Act) within the municipality. 6. With approval of the Department, construction or reconstruction of streets other than arterial streets or thoroughfares within the municipality—construction and maintenance of such streets not to exceed 25 per cent of the total motor fuel tax allotments to the municipality during the preceding calendar year. 7. Construction or reconstruction of storm sewers or combination storm and sanitary sewers (under certain restrictions). 8. Construction or reconstruction of extensions to arterial streets or thoroughfares within the corporate limit of any park district whose territorial limits are coterminous with the territorial limit of the municipality.	Construction, reconstruction or improvement of township, road district, or township district roads not located within any city, village, or incorporated town and not a part of the State highway system.

Maintenance	1. Maintenance of county highways and their extensions within incorporated municipalities, which have been built under (1) and (3) above. 2. Maintenance of Federal-aid secondary roads. 3. Maintenance of county highways constructed by the State and paid for wholly or in part with Federal funds. 4. Maintenance of roads constructed by the county under Illinois Highway Code. 5. Maintenance of roads constructed with funds allotted to the county from money collected under the 1927 Motor Fuel Tax Law. 6. Maintenance of roads constructed with motor fuel tax funds and later taken into the county highway system.	1. Maintenance of streets and appurtenances improved with motor fuel tax as shown above. 2. Maintenance of Federal-aid secondary roads.	1. Maintenance of roads constructed, reconstructed or improved with motor fuel tax as indicated above. 2. Maintenance of township roads, previously county highway roads, providing such roads were eligible for maintenance with motor fuel tax when under county administration.
Engineering, Administration and Right-of-way	Payment of engineering and right-of-way costs in connection with construction or maintenance performed with motor fuel tax funds.	Payment of engineering and right-of-way costs in connection with construction or maintenance performed with motor fuel tax funds.	1. Payment of engineering and administration costs in connection with construction or maintenance performed with motor fuel tax funds. 2. Payment of right-of-way costs in connection with construction or maintenance.
Matching Federal-aid Funds	Payment to the State of not more than 50 per cent of the cost of Federal-aid secondary roads constructed under the Federal-aid Road Act and acts amendatory and supplementary thereto.	Payment to the State, of not more than 50 per cent of the cost of constructing projects on any Federal-aid highway system within incorporated limits of a municipality, for matching Federal funds allotted to the State for construction on such Federal-aid highway system.	
Superhighway Bonds	Payment of principal and interest of bonds issued by Cook County for the construction of superhighways under Sections 56a to 56h of "An Act to revise the law in relation to counties."		
Investigations	Payment for investigations affecting the judicious planning of construction, reconstruction, improvement, and maintenance of highways.	Payment for investigations affecting the judicious planning of construction, reconstruction, improvement, and maintenance of streets.	

TABLE 54.—COUNTY HIGHWAY MILEAGE—1959.

County	Class Number	Total Road Mileage	Permissible County Highway Mileage	Designated State-aid Mileage[1]
Adams	2	1,550.98	387.75	386.96
Alexander	1	370.69	92.67	70.34
Bond	1	718.26	179.57	134.10
Boone	1	507.69	126.92	100.48
Brown	1	500.71	125.18	95.33
Bureau	2	1,508.27	377.07	323.61
Calhoun	1	337.88	84.47	64.49
Carroll	1	747.57	186.89	144.59
Cass	1	528.37	132.09	90.49
Champaign	2	1,965.76	491.44	421.50
Christian	2	1,415.73	353.93	155.21
Clark	1	1,000.66	250.17	175.09
Clay	1	926.95	231.74	152.13
Clinton	1	812.62	203.16	137.07
Coles	2	1,013.03	253.26	218.60
Cook	3	1,581.65	1,186.24	776.73
Crawford	1	858.85	214.71	158.20
Cumberland	1	711.49	177.87	137.60
DeKalb	2	1,088.76	272.19	222.83
DeWitt	1	760.05	190.01	132.72
Douglas	1	815.98	204.00	148.67
DuPage	2	1,017.65	254.41	211.53
Edgar	2	1,149.87	287.47	206.84
Edwards	1	413.29	103.32	62.80
Effingham	1	948.35	237.09	174.81
Fayette	2	1,379.68	344.92	199.82
Ford	1	955.86	238.97	147.93
Franklin	1	888.52	222.13	163.44
Fulton	2	1,383.05	345.76	250.46
Gallatin	1	481.01	120.25	96.03
Greene	1	847.52	211.88	164.99
Grundy	1	749.51	187.38	143.00
Hamilton	1	906.06	226.52	136.82
Hancock	2	1,423.94	355.98	226.84
Hardin	1	265.23	66.31	42.54
Henderson	1	600.18	150.05	97.73
Henry	2	1,455.39	363.85	252.66
Iroquois	2	2,201.14	550.29	531.11
Jackson	2	972.93	243.23	225.56
Jasper	1	1,007.48	251.87	183.26
Jefferson	2	1,239.71	309.93	274.07
Jersey	1	582.80	145.70	113.32
JoDaviess	2	868.51	217.13	171.00
Johnson	1	485.11	121.28	77.50
Kane	2	978.54	[1]325.61	330.57
Kankakee	2	1,292.67	323.17	307.79
Kendall	1	568.61	142.15	105.45
Knox	2	1,260.37	315.09	255.71
Lake	2	1,120.51	280.13	251.01
LaSalle	2	2,119.69	529.92	386.79
Lawrence	1	718.74	179.69	129.50
Lee	2	1,262.88	315.72	265.90
Livingston	2	2,099.11	524.78	437.06
Logan	2	1,079.12	269.78	203.80
McDonough	2	1,112.46	278.12	237.07
McHenry	2	1,273.63	318.41	266.45
McLean	2	2,179.51	544.88	473.49
Macon	2	1,211.97	302.99	234.10
Macoupin	2	1,464.21	366.05	341.03
Madison	2	1,431.41	357.85	313.80
Marion	2	1,164.19	291.05	251.96
Marshall	1	655.01	163.75	125.64
Mason	1	870.58	217.65	122.07
Massac	1	418.10	104.53	72.11
Menard	1	520.48	130.12	89.64
Mercer	1	950.67	237.67	183.40
Monroe	1	555.37	138.84	104.87
Montgomery	2	1,320.86	330.22	243.62
Morgan	2	1,003.34	250.84	250.89
Moultrie	1	667.76	166.94	82.02
Ogle	2	1,352.70	338.18	332.20
Peoria	2	1,225.13	[2]370.60	348.54
Perry	1	732.23	183.06	158.12

TABLE 54.—Concluded.

County	Class Number	Total Road Mileage	Permissible County Highway Mileage	Designated State-aid Mileage[4]
Piatt	1	823.23	205.81	149.63
Pike	2	1,327.81	331.95	273.08
Pope	1	454.67	113.67	82.07
Pulaski	1	325.25	81.31	66.62
Putnam	1	280.99	70.25	52.56
Randolph	2	932.51	233.13	191.68
Richland	1	774.16	193.54	139.43
Rock Island	2	726.47	[1]241.73	222.18
St. Clair	2	1,224.29	306.07	268.84
Saline	1	776.18	194.05	144.06
Sangamon	2	1,610.67	402.67	362.12
Schuyler	1	742.03	185.51	139.25
Scott	1	399.15	99.79	65.06
Shelby	2	1,527.88	381.97	236.24
Stark	1	533.13	133.28	105.21
Stephenson	2	1,100.35	275.09	271.28
Tazewell	2	1,149.70	287.43	232.12
Union	1	642.32	160.58	116.15
Vermilion	2	1,658.17	414.54	373.77
Wabash	1	400.06	100.02	77.70
Warren	1	1,024.70	256.18	184.80
Washington	1	903.04	225.76	167.10
Wayne	1	1,401.84	350.46	266.09
White	2	1,027.09	256.77	215.57
Whiteside	2	1,196.06	299.02	267.51
Will	2	1,792.77	448.19	434.77
Williamson	2	802.65	200.66	195.05
Winnebago	2	1,063.11	[3]428.05	395.78
Woodford	1	961.19	240.30	173.14
Total		102,136.06	26,692.62	21,174.26

[1] Includes 3 additions of 10 per cent each as authorized by law.
[2] Includes 2 additions of 10 per cent each as authorized by law.
[3] Includes 5 additions of 10 per cent each as authorized by law.
[4] The "Total Road Mileage" and "Permissible County Highway Mileage" in this table represent mileages at December 31, 1959. However, the enactment, in 1959, of the New Highway Code under SB 4 does not permit county highway mileage coincident with State highways. The "Designated Mileage" given in this table is that at June 30, 1959 and consequently does not reflect this change.

TABLE 55.—STATUS OF FEDERAL-AID SECONDARY ALLOTMENTS AUTHORIZED BY THE FEDERAL-AID HIGHWAY ACTS OF 1952, 1954, 1956, AND 1958 BY COUNTIES, DECEMBER 31, 1959.[1]

County	1952 Act					1954 Act					1956 Act					1958 Act				
	[7]Allotment	Not Programed	Programed but Not under Contract	Under Contract but Not Completed[2]	Construction Completed and Accepted	[8]Allotment	Not Programed	Programed but Not under Contract	Under Contract but Not Completed[2]	Construction Completed and Accepted	[9]Allotment	Not Programed	Programed but Not under Contract	Under Contract but Not Completed[2]	Construction Completed and Accepted	[10]Allotment	Not Programed	Programed but Not under Contract	Under Contract but Not Completed[2]	Construction Completed and Accepted
Adams	$128,038.00				$128,038.00	$109,819.00			$105,442.13	$ 64,376.87	$181,752.00			$181,752.00		$186,981.00	$142,275.13	$ 40,000.00	$ 4,705.87	
Alexander	41,521.00				41,521.00	55,093.00			6,367.18	48,725.82	59,175.00			59,175.00		60,877.00	25,225.92		35,651.08	
Bond	67,225.00			$ 2,501.53	64,723.47	89,199.00			89,199.00		95,807.00			95,807.00		98,563.00	65,811.35	[illegible]	[illegible]	
Boone	48,441.00				48,441.00	64,276.00				64,276.00	69,038.00	$ 12,619.66		51,500.00	$ 4,918.34	71,023.00	71,023.00			
Brown	49,909.00			13,483.35	36,425.65	64,879.00			64,879.00		69,038.00	49,400.35		19,637.65		71,023.00	[illegible]			
Bureau	136,427.00				136,427.00	181,022.00			21,429.32	159,592.68	194,432.00	9,861.32	$ 70,000.00	114,570.68		200,026.00	[illegible]			
Calhoun	40,533.00			40,533.00		53,782.00			53,782.00		59,175.00			52,735.00		60,877.00	[illegible]			
Carroll	72,167.00				72,167.00	95,758.00				95,758.00	102,852.00				102,852.00	105,810.00			[illegible]	$ [illegible]
Cass	54,372.00				54,372.00	72,147.00			54,182.69	17,964.31	77,491.00			77,491.00		81,170.00	60,818.69		[illegible]	
Champaign	163,118.00				163,118.00	217,149.00				217,149.00	232,474.00	52,531.32		46,459.72	133,482.96	238,435.00	238,435.00			
Christian	115,665.00				115,665.00	154,184.00				154,184.00	164,845.00		33,814.39	36,700.00	94,330.61	169,587.00	1,901.39	[illegible]		
Clark	86,008.00				86,008.00	114,122.00				114,122.00	121,169.00			78,221.55	42,947.45	126,103.00	74,824.55		[illegible]	
Clay	77,110.00				77,110.00	101,608.00		$ 22,298.01	22,000.00	57,309.99	108,487.00	45,785.01	62,701.99			111,608.00	111,608.00			
Clinton	86,008.00				86,008.00	114,122.00				114,122.00	122,577.00			102,393.46	20,183.54	126,103.00	56,196.46	18,000.00	51,906.54	
Coles	81,573.00				81,573.00	108,876.00				108,876.00	116,942.00	34,629.62			82,312.38	120,305.00	120,305.00			
Cook	373,209.00		$182,571.24		190,637.76	496,552.00		496,552.00			533,274.00	387,397.24	145,876.76			545,723.00	545,723.00			
Crawford	75,134.00			16,780.78	58,353.22	99,694.00			99,694.00		107,079.00	5,953.78		101,125.22		110,159.00	110,159.00			
Cumberland	61,293.00				61,293.00	81,329.00			1,986.95	79,342.05	87,353.00			36,379.05	50,973.95	89,867.00	50,503.60	37,500.00		1,863.40
DeKalb	101,826.00				101,826.00	135,111.00				135,111.00	145,119.00				145,119.00	149,294.00	97,186.87		18,900.00	33,207.13
DeWitt	66,236.00				66,236.00	87,888.00			22,905.27	64,982.73	94,399.00			89,433.98	4,965.02	95,665.00			95,665.00	
Douglas	75,134.00				75,134.00	99,694.00			69,794.13	29,899.87	107,079.00			30,105.87	76,973.13	110,159.00			1,011.36	109,147.64
DuPage	131,512.00				131,512.00	175,776.00				175,776.00	190,919.00				190,919.00	197,127.00	75,833.41		85,400.00	35,893.59
Edgar	92,928.00			7,884.23	85,043.77	123,305.00			123,305.00		132,440.00			132,440.00		136,249.00	38,378.23	62,000.00	35,870.77	
Edwards	43,498.00				43,498.00	57,717.00				57,717.00	61,993.00			43,091.28	18,901.72	63,777.00			28,347.56	[illegible]
Effingham	[3]80,077.00					106,253.00		39,257.07	29,100.00	37,895.93	114,124.00	67,381.07	1,642.93	45,100.00		117,406.00	117,406.00			
Fayette	110,213.00				110,213.00	145,605.00			116,697.86	28,907.14	156,392.00			156,392.00		160,890.00	24,179.86	45,000.00	91,710.14	
Ford	81,065.00				81,065.00	108,273.00			25,226.72	83,046.28	116,942.00			116,942.00		120,305.00	37,673.72		82,631.28	
Franklin	92,928.00				92,928.00	123,305.00		72,223.85		51,081.15	132,440.00		132,440.00			136,249.00	79,662.85	56,586.15		
Fulton	132,471.00				132,471.00	175,776.00			21,233.93	154,542.07	188,797.00			188,797.00		191,227.00	126,110.89	6,500.00	43,069.07	[illegible]
Gallatin	52,396.00			669.73	51,726.27	69,523.00			69,523.00		74,673.00			74,673.00		76,821.00			76,821.00	
Greene	85,019.00				85,019.00	112,811.00				112,811.00	121,169.00			78,265.37	42,903.63	124,653.00	30,418.37		94,234.63	
Grundy	68,213.00				68,213.00	90,511.00				90,511.00	97,217.00			39,426.34	57,790.66	100,013.00	19,139.34		80,873.66	
Hamilton	[3]74,145.00					98,382.00		30,882.00	67,500.00		105,670.00	76,802.00	28,868.00			107,260.00	107,260.00			
Hancock	123,545.00				123,545.00	162,657.00			24,651.86	138,005.14	174,708.00	13,779.71		157,848.14	3,080.15	179,733.00	179,733.00			
Hardin	36,099.00				36,099.00	47,825.00				47,825.00	50,721.00	5,112.96			45,608.04	52,181.00	52,181.00			
Henderson	57,339.00				57,339.00	76,081.00				76,081.00	81,718.00			5,410.11	76,307.89	84,068.00	4,578.11	50,000.00	29,489.89	
Henry	130,495.00				130,495.00	173,152.00				173,152.00	185,979.00			38,622.81	147,356.19	191,329.00	15,051.81		176,277.19	
Iroquois	171,028.00				171,028.00	227,643.00				227,643.00	244,442.00			142,751.39	101,690.61	250,756.00	34,731.89	96,250.00	119,771.11	
Jackson	90,922.00				90,922.00	119,369.00			91,587.74	27,781.26	128,213.00			128,213.00		133,350.00		250.74	133,099.26	
Jasper	[3]79,088.00					104,941.00			31,305.51	73,635.49	112,715.00	31,220.51	800.00	80,694.49		115,956.00	115,956.00			
Jefferson	99,848.00				99,848.00	132,487.00			128,044.03	4,442.97	142,303.00	37,547.03		104,755.97		146,395.00	146,395.00			
Jersey	57,339.00			5,795.48	51,543.52	76,081.00			76,081.00		81,718.00	36,594.48		45,123.52		84,068.00	84,068.00			
JoDaviess	93,407.00				93,407.00	123,305.00				123,305.00	131,031.00			8,442.33	122,588.67	134,800.00	642.33		134,157.67	
Johnson	52,396.00				52,396.00	69,523.00			13,029.12	56,493.88	74,673.00		36,702.12	37,970.88		76,822.00		76,822.00		
Kane	111,231.00				111,231.00	148,228.00				148,228.00	159,210.00				159,210.00	163,064.00	84,339.01			78,724.99
Kankakee	131,484.00				131,484.00	174,464.00				174,464.00	187,389.00		25,108.77	69,900.00	92,380.23	192,778.00	62,465.77	130,312.23		
Kendall	56,350.00				56,350.00	74,770.00			15,620.92	59,149.08	80,310.00			80,310.00		82,619.00	44,997.18	8,000.00	23,869.08	5,752.14
Knox	111,711.00				111,711.00	148,228.00				148,228.00	159,210.00			22,138.47	137,071.53	163,789.00	86,927.47		76,861.53	
Lake	173,004.00				173,004.00	229,558.00				229,558.00	247,972.00			34,006.01	213,965.99	255,105.00	118,811.01	43,000.00	94,293.99	
LaSalle	180,913.00				180,913.00	240,051.00				240,051.00	257,835.00			18,825.97	239,009.03	265,251.00	32,376.97		232,874.03	
Lawrence	66,236.00				66,236.00	88,597.00				88,597.00	95,807.00		29,888.95	59,040.00	6,878.05	98,563.00	48,451.95	50,111.05		
Lee	113,689.00				113,689.00	150,852.00				150,852.00	162,028.00			57,415.99	104,612.01	166,688.00	105,903.99	52,500.00	8,284.01	
Livingston	159,164.00				159,164.00	211,193.00				211,193.00	226,838.00			19,385.15	207,452.85	233,363.00	138,510.98	6,000.00	88,852.02	
Logan	92,928.00				92,928.00	123,305.00				123,305.00	132,440.00			88,800.41	43,639.59	136,249.00			136,249.00	
McDonough	93,916.00			60,499.20	33,416.80	123,908.00			73,900.80	50,007.20	132,440.00			13,945.53	118,494.47	136,249.00			136,249.00	
McHenry	125,552.00				125,552.00	168,011.00			35,973.97	132,037.03	182,465.00	148,238.97		34,226.03		189,154.00	189,154.00			
McLean	173,993.00				173,993.00	231,578.00				231,578.00	246,563.00			5,141.83	241,421.17	253,656.00	130,559.34		91,208.17	31,888.49
Macon	113,180.00			7,943.19	105,236.81	149,541.00			149,541.00		160,618.00		4,602.19	156,015.81		165,239.00	75,841.19	89,397.81		
Macoupin	144,335.00				144,335.00	190,807.00			116,964.68	73,842.32	204,296.00			204,296.00		210,896.00	102,956.68		107,939.32	
Madison	167,073.00				167,073.00	221,687.00			184,577.67	37,109.33	238,822.00			238,822.00		247,857.00	113,756.67		134,100.33	
Marion	99,848.00			93,454.76	6,393.24	132,487.00			132,487.00		142,303.00			142,303.00		146,395.00	92,439.26		53,955.74	
Marshall	65,247.00				65,247.00	86,576.00				86,576.00	92,990.00				92,990.00	95,665.00	51,631.18		24,000.00	[illegible]
Mason	82,053.00				82,053.00	108,167.00				108,167.00	115,532.00			42,187.53	73,344.47	118,856.00	11,143.53		107,712.47	
Massac	43,498.00				43,498.00	57,716.00				57,716.00	61,993.00			53,166.16	8,826.84	63,777.00			63,777.00	
Menard	52,396.00			24,724.26	27,671.74	69,523.00			69,523.00		74,673.00			74,673.00		76,822.00		23,342.26	53,479.74	
Mercer	86,997.00				86,997.00	115,435.00				115,435.00	123,986.00				123,986.00	127,552.00	59,684.00	27,500.00	17,200.00	24,167.[illegible]
Monroe	14,693.28				14,693.28						87,354.00		87,354.00			89,867.00	89,446.00	421.00		
	[3]46,599.72					[3]81,329.00														
Montgomery	114,678.00			68,273.29	46,404.71	152,164.00			152,164.00		163,437.00		155,675.88	7,761.12		168,137.00	82,587.88	85,549.12		
Morgan	86,517.00			4,357.78	82,159.22	115,435.00			115,435.00		123,274.00			123,274.00		126,103.00	22,469.78		103,633.22	
Moultrie	62,282.00				62,282.00	83,349.00				83,349.00	90,172.00			25,680.82	64,491.18	92,765.00	41,714.82		51,050.18	
Ogle	122,106.00				122,106.00	161,948.00				161,948.00	173,299.00			49,082.04	124,216.96	178,284.00	4,396.04	63,500.00	[illegible]	
Peoria	143,346.00				143,346.00	190,204.00				190,204.00	205,704.00			200,308.20	5,395.80	211,621.00	170,229.20	10,000.00	31,391.80	
Perry	71,179.00			52,714.58	18,464.42	94,446.00			94,446.00		101,444.00			101,444.00		104,361.00	57,965.58	5,000.00	41,395.42	
Piatt	73,156.00				73,156.00	97,071.00				97,071.00	104,261.00			48,549.59	55,711.41	107,260.00	63,409.59		43,850.41	
Pike	117,643.00				117,643.00	156,807.00			61,953.57	94,853.43	169,072.00			169,072.00		173,211.00	149,215.92		23,995.08	
Pope	52,396.00				52,396.00	68,104.00	$34,561.72			33,542.28	71,856.00	71,856.00				73,923.00	73,923.00			
Pulaski	45,476.00				45,476.00	60,341.00				60,341.00	64,811.00	29,983.79		26,800.00	8,027.21	66,675.00	66,675.00			
Putnam	32,623.00				32,623.00	43,288.00			36,916.26	6,371.74	46,494.00	24,310.26		22,183.74		47,832.00	47,832.00			
Randolph	97,871.00				97,871.00	129,863.00			123,355.88	6,507.12	140,893.00		115,748.88	25,144.12		144,946.00	46,694.88	98,251.12		
Richland	[3]61,773.00					81,329.00		25,682.57		55,646.43	87,354.00		87,354.00			89,867.00	60,403.57	29,463.43		
Rock Island	92,448.00				92,448.00	123,305.00			54,749.70	68,555.30	132,440.00			132,440.00		134,800.00	97,989.70		36,810.30	
St. Clair	177,947.00				177,947.00	236,825.00			198,902.35	37,922.65	255,017.00			255,017.00		263,802.00	13,221.35		250,580.65	
Saline	79,088.00				79,088.00	104,941.00			89,359.31	15,581.69	112,715.00			112,715.00		115,956.00	41,130.40	65,400.00	9,425.60	
Sangamon	160,152.00				160,152.00	212,505.00				212,505.00	229,656.00				229,656.00	235,537.00		163,195.16	72,341.84	
Schuyler	66,236.00				66,236.00	87,179.00			29,993.17	57,185.83	92,990.00			92,990.00		95,665.00	8,648.17		87,016.83	
Scott	42,509.00			40,899.45	1,609.55	56,405.00			56,405.00		60,584.00			60,584.00		62,327.00	13,815.45	35,000.00	13,511.55	
Shelby	124,534.00				124,534.00	163,969.00			135,887.52	28,081.48	176,117.00	12,274.52	7,100.00	156,742.48		181,182.00	181,182.00			
Stark	50,418.00				50,418.00	66,899.00				66,899.00	71,856.00				71,856.00	73,923.00			19,617.53	54,305.47
Stephenson	94,995.00				94,995.00	125,219.00				125,219.00	133,849.00				133,849.00	137,698.00			92,287.70	45,410.30
Tazewell	123,575.00				123,575.00	163,969.00			70,265.84	93,703.16	176,117.00	82,882.84		93,234.16		181,906.00	181,906.00			
Union	74,145.00				74,145.00	98,382.00			79,138.86	19,243.14	105,670.00		13,108.86	92,561.14		108,710.00	40,068.86	68,641.14		
Vermilion	155,718.00				155,718.00	207,257.00				207,257.00	222,611.00			17,410.97	205,200.03	227,565.00	74,575.97		152,989.03	
Wabash	39,544.00				39,544.00	52,470.00				52,470.00	56,358.00			35,746.86	20,611.14	57,978.00			1,572.74	56,405.26
Warren	82,053.00				82,053.00	108,876.00			42,910.45	65,965.55	116,942.00			116,942.00		120,305.00	43,059.74		77,245.26	
Washington	83,042.00				83,042.00	110,187.00			3,591.06	106,595.94	118,351.00			118,351.00		121,755.00	120,897.06		857.94	
Wayne	105,780.00				105,780.00	140,359.00				140,359.00	150,756.00			122,469.16	28,286.84	155,092.00			155,092.00	
White	84,031.00				84,031.00	111,499.00			10,523.82	100,975.18	119,759.00			119,759.00		123,204.00			123,204.00	
Whiteside	114,678.00				114,678.00	151,455.00				151,455.00	162,028.00			27,716.01	134,311.99	166,688.00	2,844.42	10,000.00	129,253.99	[illegible]
Will	200,685.00				200,685.00	266,996.00			87,457.19	179,538.81	287,422.00			287,422.00		297,140.00	67,719.59	172,000.00	57,420.41	
Williamson	88,973.00				88,973.00	118,058.00				118,058.00	126,804.00	83,492.09			43,311.91	130,452.00	130,452.00			
Winnebago	130,495.00				130,495.00	173,152.00				173,152.00	185,979.00	51,165.32		42,800.00	92,013.68	191,329.00	191,329.00			
Woodford	90,951.00				90,951.00	120,681.00				120,681.00	129,622.00			11,021.24	118,600.76	133,350.00	44,271.24	14,000.00	75,078.76	
State of Illinois	[4]250,000.00				[5]642,354.60	[4]1,100,000.00			367,763.58	813,565.42	[4]2,000,000.00		819,263.58	1,180,736.42		[4]1,712,115.00	1,052,378.58	659,736.42		
Highway Planning	[6]154,353.00				103,681.12	[6]216,509.00				216,509.00	[6]245,015.00			132,359.85	112,655.15	[6]251,185.00		173,356.66	77,828.34	
Total	[7]$10,290,315.00		$182,571.24	$440,514.61	$9,667,229.15	[8]$14,431,062.00	$34,561.72	$686,895.50	$4,018,755.04	$9,693,849.74	[9]$16,334,357.00	$1,377,259.85	$1,858,051.30	$8,221,363.62	$4,877,682.23	[10]$16,157,806.00	$8,222,732.78	$2,747,630.28	$4,879,348.03	$608,184.91

Notes:

[1] Previous to the 1952 Act, Federal-aid secondary money was allocated in the 1944, 1948, and 1950 Federal-aid Highway Acts. The amount and status of funds in these Acts follow:

	For Year	Allotment	Completed
1944 Act	1946	$4,761,820.00	$4,761,820.00
	1947	4,752,492.00	4,752,492.00
	1948	4,688,429.00	4,688,429.00
1948 Act	1950	4,198,769.00	4,198,769.00
	1951	4,189,809.00	4,189,809.00
1950 Act	1952	4,667,413.00	4,667,413.00
	1953	4,638,620.00	4,638,620.00

[2] Contract prices plus from 5 to 10 per cent for contingencies.

[3] Portion reallocated to State.

[4] Reserve funds.

[5] Includes $50,671.88 highway planning survey funds reallocated to State.

[6] Reserve for highway planning projects.

[7] Contains the following FAS allotments:

	For Year Ending June 30	
1952 Act	1954	$5,124,593.00
	1955	5,165,722.00

[8] Contains the following FAS allotments:

	For Year Ending June 30	
1954 Act	1956	$6,625,129.00
	1957	6,619,637.00
1956 Act	1957	1,189,296.00

[9] Contains the following FAS allotments:

	For Year Ending June 30	
1956 Act	1958	$8,087,214.00
	1959	8,247,143.00

[10] Contains the following net FAS allotments:

	For Year Ending June 30	
1958 Act	1960	$8,378,987.00
	1961	8,078,909.00

The 1958 Act included a supplementary FAS allotment to Illinois of $3,789,068.00 for the year ending June 30, 1959 which has not been analyzed above, but which was obligated by contract at December 31, 1958 as shown in Table 11.

TABLE 56.—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO COUNTIES DURING 1959.

County	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction	FAS Matching	Right-of-way	Engineering	Obligation Retirement	Maintenance	[2]Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Adams	$308,583.82	$243,963.13	$552,546.95	$ 12,726.04	$140,466.19	$ 12,464.30	$ 8,114.13	----------	$109,961.05	----------	$283,731.71	$268,815.24
Alexander	59,752.36	43,359.51	103,111.87	----------	55,721.62	11,271.90	850.84	----------	14,410.08	$ 7,500.00	89,754.44	13,357.43
Bond	20,561.64	61,025.16	81,586.80	----------	----------	2,420.77	31,924.18	----------	34,148.24	6,500.00	74,993.19	6,593.61
Boone	56,423.22	70,669.30	127,092.52	----------	18,079.30	----------	----------	$ 41,225.00	14,997.56	8,500.00	82,801.86	44,290.66
Brown	2,353.98	27,585.45	29,939.43	----------	752.79	798.12	3,292.15	----------	20,896.37	4,200.00	29,939.43	----------
Bureau	174,588.46	170,020.19	344,608.65	73,369.59	----------	----------	18,000.00	----------	69,284.73	2,934.44	163,588.76	181,019.89
Calhoun	3,967.80	22,439.78	26,407.58	----------	4,519.82	----------	----------	----------	15,724.87	4,300.00	24,544.69	1,862.89
Carroll	22,136.26	80,001.81	102,138.07	2,342.84	24,063.79	5,596.00	11,500.00	----------	30,800.07	3,600.00	77,902.70	24,235.37
Cass	7,519.27	65,320.09	72,839.36	65.00	2,638.08	----------	----------	----------	32,188.31	----------	34,891.39	37,947.97
Champaign	233,989.87	355,189.43	589,179.30	170,954.62	32,591.69	7,312.15	41,930.00	----------	5,833.81	10,551.80	269,174.07	320,005.23
Christian	19,808.38	157,207.44	177,015.82	33,549.20	6,661.26	3,612.31	10,184.36	----------	64,266.44	8,400.00	126,673.57	50,342.25
Clark	13,259.76	69,698.27	82,958.03	1,310.71	5,325.19	----------	----------	----------	40,524.91	2,030.98	49,191.79	33,766.24
Clay	126,588.37	72,878.28	199,466.65	51,131.89	----------	----------	3,862.68	----------	64,971.45	5,000.00	124,966.02	74,500.63
Clinton	85,899.57	88,126.87	174,026.44	[1]—2,739.78	8,961.74	727.02	1,344.46	----------	32,462.56	19,920.00	60,676.00	113,350.44
Coles	111,182.68	191,940.28	303,122.96	2,765.20	43,218.00	13,410.32	15,149.01	----------	1,138.39	5,466.67	81,147.59	221,975.37
Cook	8,437,564.45	15,393,621.68	23,831,186.13	6,791,945.95	6,086.58	448,407.93	1,463,277.09	4,139,930.48	----------	[3]15,033.26	12,864,681.29	10,966,504.84
Crawford	9,121.55	85,392.27	94,513.82	873.81	----------	----------	6,800.00	----------	64,175.00	7,800.00	79,648.81	14,865.01
Cumberland	23,235.32	32,945.57	56,180.89	----------	949.36	2,133.37	4,109.25	----------	20,540.00	5,700.00	33,431.98	22,748.91
DeKalb	----------	200,965.11	200,965.11	[1]—1,591.32	30,007.94	----------	3,754.36	18,498.08	42,548.65	8,500.00	101,717.71	99,247.40
DeWitt	34,256.20	65,747.86	100,004.06	----------	829.39	2,838.84	10,848.76	----------	45,064.59	6,041.28	65,622.86	34,381.20
Douglas	16,430.41	85,113.02	101,543.43	----------	29,998.60	----------	----------	----------	51,589.00	4,600.00	86,187.60	15,355.83
DuPage	758,220.21	715,952.11	1,474,172.32	211,213.80	102,148.39	66,038.80	13,816.22	----------	208,612.00	23,850.00	631,679.21	842,493.11
Edgar	14,264.64	97,501.14	111,765.78	19,481.85	5,021.92	10,215.47	16,291.29	----------	41,437.24	----------	92,447.77	19,318.01
Edwards	71,216.26	41,138.13	112,354.39	----------	----------	----------	11,999.44	----------	11,399.65	----------	23,399.09	88,955.30
Effingham	40,102.22	81,831.12	121,933.34	----------	----------	1,947.22	7,000.00	----------	59,248.05	8,850.00	77,045.27	44,888.07
Fayette	92,436.39	85,088.06	177,524.45	----------	29,273.03	8,016.55	12,267.39	----------	53,596.25	9,000.00	112,153.22	65,371.23
Ford	133,594.64	80,918.89	214,513.53	54,703.62	48,890.38	----------	23,300.00	----------	29,471.96	12,747.82	169,113.78	45,399.75
Franklin	13,549.74	118,674.58	132,224.32	----------	26,366.82	3,197.00	19,374.46	----------	80,630.51	----------	129,568.79	2,655.53
Fulton	213,456.87	176,006.64	389,463.51	55,831.39	36,705.05	----------	35,330.27	----------	38,521.36	----------	166,388.07	223,075.44
Gallatin	2,600.50	29,926.76	32,527.26	----------	----------	5,143.00	4,000.00	----------	14,458.00	2,400.00	26,001.00	6,526.26
Greene	65,110.44	69,162.42	134,272.86	----------	40,501.43	----------	11,500.00	----------	30,586.87	6,000.00	88,588.30	45,684.56
Grundy	63,957.08	92,511.57	156,468.65	10,126.00	21,938.34	12,074.90	4,299.43	----------	28,323.54	----------	76,762.21	79,706.44
Hamilton	34,875.88	37,439.75	72,315.63	----------	----------	----------	241.80	----------	33,593.80	5,400.00	39,235.60	33,080.03

TABLE 56.—Concluded.

County	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for							Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
				Construction	FAS Matching	Right-of-way	Engineering	Obligation Retirement	Maintenance	[2]Miscellaneous		
Hancock	141,300.05	107,151.52	248,451.57		9,450.74	9,100.00	14,035.13		108,905.00		141,490.87	106,960.70
Hardin	22,689.54	19,232.40	41,921.94		9,733.63		510.41		5,489.46	3,300.00	19,033.50	22,888.44
Henderson	62,665.39	34,074.73	96,740.12	2,859.50					19,000.00	3,250.00	25,109.50	71,630.62
Henry	386,231.94	205,211.58	591,443.52	238,256.73	81,423.77	15,837.70	18,441.77		43,873.87	6,300.00	404,133.84	187,309.68
Iroquois	55,173.60	153,016.50	208,190.10		4,193.45		4,018.19		116,386.25		124,597.89	83,592.21
Jackson	73,050.74	117,106.70	190,157.44	2,150.00	9,309.20	7,214.00	20,550.00		60,000.00	5,500.00	104,723.20	85,434.24
Jasper	2,557.05	45,198.04	47,755.09		2,010.57				35,289.70	6,000.00	43,300.27	4,454.82
Jefferson	11,333.43	115,702.01	127,035.44				14,045.76		94,475.93	7,500.00	116,021.69	11,013.75
Jersey	76,491.01	53,473.47	129,964.48		30,472.56		6,500.00		24,718.98	10,000.00	71,691.54	58,272.94
JoDaviess	120,775.86	65,910.38	186,686.24				10,747.61		46,077.00	14,203.69	71,028.30	115,657.94
Johnson	2,952.76	24,964.71	27,917.47	[1]—2.17		429.43	7,450.18		8,198.95	8,633.49	24,709.88	3,207.59
Kane	289,669.25	608,957.71	898,626.96	232,463.69	52,769.66	3,629.41	17,629.25		265,422.63	33,892.97	605,807.61	292,819.35
Kankakee	229,766.64	309,989.11	539,755.75	81,554.14					122,207.00	10,700.00	214,461.14	325,294.61
Kendall	87,307.73	63,746.33	151,054.06		43,053.24		9,000.00		46,117.00	6,992.25	105,162.49	45,891.57
Knox	258,908.50	252,447.91	511,356.41	49,623.62	19,233.23		1,978.64		147,226.12	13,600.00	231,661.61	279,694.80
Lake	418,406.20	728,456.62	1,146,862.82	477,873.59	35,902.12	68,901.00	82,074.73		173,891.50	34,140.00	872,782.94	274,079.88
LaSalle	152,171.66	444,249.62	596,421.28	36,802.80	148,299.40	11,984.88	35,190.38		45,887.12	11,909.16	290,073.74	306,347.54
Lawrence	50,662.29	69,068.92	119,731.21		10,665.83	716.90	319.41		63,065.78	5,580.65	80,348.57	39,382.64
Lee	90,375.90	139,170.23	229,546.13	138,995.02		[1]—482.74	15,735.20		51,740.13		205,987.61	23,558.52
Livingston	164,076.49	178,281.67	342,358.16	9,158.01	70,710.46				63,127.18	8,933.50	151,929.15	190,429.01
Logan	28,450.92	117,493.65	145,944.57	63,812.51	4,197.31	9,089.68	[1]—1,539.59		49,900.26	10,419.48	135,879.65	10,064.92
Macon	320,353.06	407,962.63	728,315.69	75,950.66	68,154.16	35,459.50	26,708.48		185,000.00	10,525.91	401,798.71	326,516.98
Macoupin	339,377.67	158,769.22	498,146.89		171,037.74	5,610.93	5,329.58		55,205.49	7,306.08	244,489.82	253,657.07
Madison	581,933.68	666,426.59	1,248,360.27	47,535.87	327,199.56	64,867.02	66,262.70		22,639.21	15,417.65	543,922.01	704,438.26
Marion	25,553.18	168,161.08	193,714.26		50,150.80	[1]—.40	11,617.81		99,810.58	6,000.00	167,578.79	26,135.47
Marshall	10,796.99	54,453.58	65,250.57		1,385.13	1,766.50	200.00		19,673.87		23,025.50	42,225.07
Mason	106,445.67	66,835.74	173,281.41		38,223.26	2,825.55	10,000.00		35,252.24		86,301.05	86,980.36
Massac	46,114.97	58,134.30	104,249.27		5,073.71	5,499.62	14,611.63		14,616.11	9,770.01	49,571.08	54,678.19
McDonough	29,894.97	115,835.53	145,730.50		59,175.49		[1]—1,200.85		26,200.85		84,175.49	61,555.01
McHenry	51,350.76	299,568.23	350,918.99	57,362.08	53,075.77	10,148.80	8,061.82		60,196.64	7,000.00	195,845.11	155,073.88
McLean		275,462.92	275,462.92	104,855.87	73,155.30		11,529.47		69,000.00	14,575.00	273,115.64	2,347.28
Menard	15,629.47	42,413.10	58,042.57	3,790.12	6,967.59				23,428.23	4,999.96	39,185.90	18,856.67
Mercer	5,962.24	69,154.18	75,116.42						36,800.00	3,465.00	40,265.00	34,851.42
Monroe	9,132.66	52,382.65	61,515.31						51,782.28	4,200.00	55,982.28	5,533.03
Montgomery	59,607.14	127,722.97	187,330.11	2,913.64		1,142.40	27,960.00		50,900.00		82,916.04	104,414.07
Morgan	21,452.61	129,549.70	151,002.31		5,047.23	9,185.54	14,500.00		87,000.00	10,215.85	125,948.62	25,053.69

Moultrie	93,832.58	54,676.14	148,508.72	----------	71,332.63	328.73	----------	----------	32,053.38	5,200.00	108,914.74	39,593.98
Ogle	52,047.62	154,548.53	206,596.15	----------	34,677.66	5,201.50	15,000.00	----------	65,299.46	9,000.00	129,178.62	77,417.53
Peoria	673,123.09	709,354.05	1,382,477.14	127,374.53	138,896.71	9,624.85	48,061.53	----------	203,838.77	9,000.00	536,796.39	845,680.75
Perry	30,927.52	72,389.20	103,316.72	[1]—225.90	5,429.78	13,000.25	8,777.08	----------	39,535.23	7,374.36	73,890.80	29,425.92
Piatt	226,758.01	63,287.63	290,045.64	50,583.45	49,670.98	2,413.07	6,869.05	----------	1,438.19	8,605.38	119,580.12	170,465.52
Pike	34,143.36	100,178.82	134,322.18	5,000.00	40,507.27	----------	18,700.00	----------	47,000.00	15,000.00	126,207.27	8,114.91
Pope	2,733.26	11,870.19	14,603.45	----------	----------	----------	1,400.00	----------	1,631.50	4,244.64	7,276.14	7,327.31
Pulaski	3,322.34	23,266.87	26,589.21	----------	2,133.26	601.00	3,076.03	----------	11,045.20	6,025.00	22,880.49	3,708.72
Putnam	15,719.10	22,739.05	38,458.15	----------	----------	4,642.72	4,000.00	----------	6,999.28	2,960.57	18,602.57	19,855.58
Randolph	56,163.14	94,696.66	150,859.80	----------	11,208.16	----------	30,000.00	----------	68,000.00	6,827.33	116,035.49	34,824.31
Richland	12,539.44	76,219.70	88,759.14	----------	----------	----------	[1]—104.75	----------	61,555.66	9,000.00	70,450.91	18,308.23
Rock Island	202,243.87	485,763.02	688,006.89	379,187.41	147,142.00	----------	10,527.59	----------	40,326.78	5,000.00	582,183.78	105,823.11
Saline	209,116.82	100,196.58	309,313.40	[1]—4,679.81	51,138.77	10,413.00	11,656.85	----------	47,173.18	6,568.00	122,269.99	187,043.41
Sangamon	5,477.48	509,486.88	514,964.36	[1]—6,994.98	118,750.13	7,536.00	28,845.79	----------	299,441.67	27,591.81	475,170.42	39,793.94
Schuyler	3,743.12	37,226.76	40,969.88	----------	----------	----------	----------	----------	28,287.09	5,200.00	33,487.09	7,482.79
Scott	5,635.24	29,773.14	35,408.38	----------	----------	----------	5,000.00	----------	16,245.78	6,463.24	27,709.02	7,699.36
Shelby	23,774.42	93,916.52	117,690.94	----------	----------	----------	15,500.00	----------	74,574.39	----------	90,074.39	27,616.55
Stark	33,554.67	38,491.59	72,046.26	----------	32,604.43	----------	----------	----------	25,039.85	----------	57,644.28	14,401.98
St. Clair	429,398.63	733,710.06	1,163,108.69	46,325.71	284,084.88	17,663.42	106,125.71	----------	386,903.49	12,000.00	853,103.21	310,005.48
Stephenson	12,913.28	158,295.80	171,209.08	48,981.10	----------	8,881.00	6,142.97	----------	99,204.01	8,000.00	171,209.08	----------
Tazewell	17,875.44	339,582.89	357,458.33	165,743.86	2,775.95	21,094.00	8,534.51	----------	15,831.20	----------	213,979.52	143,478.81
Union	33,825.77	68,505.39	102,331.16	----------	30,836.07	5,533.20	10,500.00	----------	40,186.44	8,259.70	95,315.41	7,015.75
Vermilion	256,535.33	333,748.22	590,283.55	84,775.75	136,690.59	2,226.39	32,500.00	----------	----------	11,891.81	268,084.54	322,199.01
Wabash	54,584.43	59,677.38	114,261.81	----------	1,666.10	16,918.26	7,500.00	----------	20,449.94	6,461.05	52,995.35	61,266.46
Warren	98,066.19	89,586.14	187,652.33	69,378.18	----------	----------	2,500.00	----------	54,215.32	1,947.50	128,041.00	59,611.33
Washington	80,988.88	56,021.00	137,009.88	----------	----------	----------	----------	----------	40,465.09	4,200.00	44,665.09	92,344.79
Wayne	12,256.82	86,992.36	99,249.18	----------	3,982.51	11,339.09	20,682.18	----------	45,213.02	----------	81,216.80	18,032.38
White	228,895.63	91,915.08	320,810.71	----------	----------	850.00	2,593.52	----------	46,679.90	6,636.48	56,759.90	264,050.81
Whiteside	145,238.10	232,886.18	378,124.28	108,713.36	48,160.79	9,881.22	6,022.83	----------	75,180.62	9,600.00	257,558.82	120,565.46
Will	601,433.00	599,147.89	1,200,580.89	171,361.13	244,890.49	16,279.55	62,619.56	----------	86,478.87	16,500.02	598,129.62	602,451.27
Williamson	94,083.63	147,775.95	241,859.58	----------	3,826.03	2,104.40	----------	----------	90,462.00	10,764.64	107,157.07	134,702.51
Winnebago	311,376.74	652,556.36	963,933.10	453,431.08	129,803.50	30,831.30	24,543.75	----------	297,068.87	28,254.60	963,933.10	----------
Woodford	31,682.64	103,083.61	134,766.25	----------	3,894.65	----------	2,550.00	----------	67,000.00	4,200.00	77,644.65	57,121.60
Total	$19,713,239.85	$32,186,663.54	$51,899,903.39	$10,818,970.96	$3,705,890.95	$1,077,914.64	$2,746,753.48	$4,199,653.56	$6,283,768.11	$746,899.77	$29,579,851.47	$22,320,051.92

[1] Transferred from funds certified prior to 1959.
[2] Contains county superintendent of highways salary and expense, and the county contribution to the Illinois Municipal Retirement Fund except where otherwise noted.
[3] Includes $15,033.26 disbursed to Cook County for treasurer's fees.

TABLE 57.—DETAILED TABULATION OF FEDERAL-AID SECONDARY CONTRACTS AWARDED DURING 1959.

County	FAS Route	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Adams	431	58G	Loraine, northwesterly	3.856	Ty. A surf. & grad.	22	$125,832.89
Adams	1594	61G	Ill. 104 at Liberty, west & south	4.610	Ty. A surf., grad. & culvert	22	198,044.64
Adams	1588	62B	9 mi. west of Kellerville	0.019	Bridge	--	[2]64,950.10
Adams	1588	62B-1	5¼, 4¾ & 3½ mi. west of Kellerville	0.089	3 bridges	--	[2]289,543.50
Adams	1588	62Q	Ill. 104, 4 mi. south of Columbus, east	4.290	A-3 bit. surf. treat., grad. & base	22	[2]435,516.16
Alexander	948	34Q	1¼ mi. northeast of Olive Branch, easterly	3.681	A-3 bit. surf. treat., grad., SC base, prel. engr. & railroad crossing work	20	177,034.82
Bond	729	30G	5 mi. north of Mulberry Grove, north (See Montgomery 43G)	1.975	Ty. A surf. & grad.	20	65,788.40
Bond	1744	32G	Ill. 127 in Donnellson, to Panama (See Montgomery 41G)	0.017	Bridge	--	11,843.16
Boone	1030	17B	½ mi. north of Garden Prairie	0.341	Ty. A surf., grad. & bridge	22	67,894.55
Boone	39	20B	2 mi. northwest of Capron	0.217	Ty. A surf., grad. & bridge	22	26,206.30
Brown	1582	25G	US 24 near Timewell, north	2.367	Ty. B surf., grad. & prel. engr.	18	[1]45,228.26
Brown	1582	26G	2 mi. north of Timewell, north & east	3.295	Ty. B surf., grad., prel. engr. & bridge	18	[1]125,293.54
Bureau	239	R-5B	7 mi. north of Mineral	0.284	A-3 bit. surf. treat., grad., ty. B base & bridge	22	56,854.20
Bureau	1249	27-3B	2½ mi. north of Dover	0.027	Bridge	--	51,486.50
Carroll	74	19-2Q	4 mi. east of Lanark, north	7.005	A-3 bit. surf. treat., grad. & ty. B base	20	188,411.36
Cass	579	19Q, FL	1 mi. southeast of Beardstown	----------	Crossing work at B&O RR	--	1,940.80
Champaign	529	36Q-1	½ mi. southwest of Sadorus, westerly	2.508	I-11 bit. conc. surf. & grad.	20	74,615.61
Christian	556	14B	2 mi. & 2½ mi. northeast of Mt. Auburn	0.044	2 bridges	--	[1]66,968.15
Clinton	788	25Q	US 50 near Huey, south	1.435	A-3 bit. surf. treat.	18	8,308.30
Clinton	788	26G	1½ mi. north of Hoffman, northwesterly	3.130	Type B base, grading and bridge	22	210,886.02
Crawford	698	39Q	2½ mi. south of Stoy, west & south	1.273	B-3 bit. surf., grad. & ty. B base	20	[1]47,819.42
Crawford	698	40Q	Stoy, south	2.547	B-3 bit. surf., grad., ty. B base & bridge	20	187,671.36
DeKalb	172	48Q	Ill. 23 at Victor, easterly	4.640	B-5 bit. conc.	20	64,868.80
DeKalb	1116	55Q	Ill. 23, ¾ mi. northeast of DeKalb	1.886	B-5 bit. conc.	24	34,514.88
DeWitt	547	6Q	US 51, westerly	4.197	A-3 bit. surf. treat., grad. & SC base	18	146,655.07
DeWitt	547	6-1Q	Waynesville, easterly	3.861	A-3 bit. surf. treat., grad. & SC base	18	143,207.70
Douglas	659	100Q	Ill. 133 in Arthur, northerly (See Moultrie 100Q)	0.901	I-11 bit. conc. surf., grad. & PCC wid.	38	129,344.39
DuPage	147	153Q-1	Ill. 55, ½ mi. south of Itasca, east	1.401	B-5 bit. conc.	20	22,058.85
DuPage	1153	161Q	2½ mi. south of Downers Grove, northeast	2.211	B-5 bit. conc.	20	25,013.50
DuPage	1147	162B	3 mi. south of Lisle	0.023	Grad. & bridge	--	79,511.90
DuPage	1147	167B	West Branch DuPage River	0.023	Grad. & bridge	--	76,279.90
Edgar	679	13-6Q	4¼ mi. east of Horace, east	1.490	A-3 bit. surf. treat., grad. & ty. B base	20	81,120.44
Edwards	814	13-1Q-FL	1 mi. southwest of Albion	----------	Crossing work at Southern Ry.	--	1,718.00
Edwards	800	101Q	5¼ mi. west of West Salem, west	1.785	A-3 bit. surf. treat., grad., prel. engr. & SC base	20	101,940.54
Effingham	1712	19B, Q	Bishop Creek, 3½ mi. west of Dieterich	0.860	A-3 bit. surf. treat., grad., ty. B base & bridge	20	83,830.02
Fayette	716	38Q	¼ mi. west of St. James, southerly	3.678	A-3 bit. surf. treat., grad., ty. B base & bridge	20	241,899.61
Fayette	712	40Q	US 51 in Ramsey, east	3.010	A-3 bit. surf. treat., grad., SC base & bridge	22 & 38	233,951.86
Ford	340	8G-1	3 mi. south of Elliott, east	1.992	Ty. B surf.	22	22,645.40
Ford	321	24B	1½ mi. east of Kempton	0.005	Bridge	--	12,484.71

Ford	1349	31G	2¼ mi. east of Piper City, north	3.023	Ty. B surf. & grad.	22	64,606.30
Ford	1349	32B-1, 2, 3, 4	2 mi. southeast of Cabery; 3½ mi. northeast, 3½ mi. southeast & 5 mi. southeast of Piper City	0.047	4 bridges	--	62,478.44
Ford	1349	35G	1½ mi. southeast of Cabery, south	4.038	Ty. B surf. & grad.	22	76,242.14
Fulton	1460	52G	Bryant, south & east to Ill. 78	4.927	Ty. B surf., grad. & 2 culverts	20	268,157.87
Fulton	456	56-3Q	3 mi. northeast of Cuba, northeast	1.679	A-3 bit. surf. treat. & ty. B base	20	37,558.60
Gallatin	889	(20&24)Q	½ mi. east of Ridgway, east	2.503	A-3 bit. surf. treat., grad., ty. B base, prel. engr.	20	90,304.02
Gallatin	888	(20&24)Q	3 mi. east of Ridgway, south	3.938	A-3 bit. surf. treat., grad., ty. B base, prel. engr. & bridge	20	328,599.64
Greene	731	17Q	East limits of Roodhouse, west	0.445	A-3 bit. surf. treat., grad. & ty. B base	36	96,596.65
Grundy	287	39G-1	Ill. 47, 1 mi. south of Morris, east	2.612	Ty. B surf. & grad.	22	139,558.64
Hancock	428	24-4G	Basco, south	1.198	A-1 bit. surf. treat., grad. & ty. B base	20	73,058.64
Hancock	431	30-1G	Stillwell, south	1.538	A-1 bit. surf. treat., grad., ty. B base & bridge	22	127,268.44
Hancock	421	44B	Between Warsaw & Hamilton	0.034	2 bridges & a culvert	--	[2]153,445.30
Henry	230	43G	2½ mi. south of Andover, west	6.974	Ty. B surf. & grad.	22	287,411.40
Henry	1228	44G	US 150, 1 mi. northwest of Orion, north	3.123	Ty. B surf. & grad.	22	103,554.60
Iroquois	329	200Q	½ mi. south of Claytonville, east	2.735	A-3 bit. surf. treat.	2@5	11,545.00
Iroquois	321	205Q	Clifton, east to US 52	3.191	A-3 bit. surf. treat.	2@5	11,339.72
Iroquois	323	206Q	Woodland, east	2.115	A-3 bit. surf. treat.	2@5	7,938.00
Iroquois	326	207G	1 mi. west of Woodland, south	2.060	Ty. A surf. & grad.	2@6	29,398.75
Iroquois	1320	208Q	¾ mi. west of Papineau, west	3.029	A-3 bit. surf. treat.	20	17,921.00
Iroquois	324	209FL	C&EI RR crossing near Bryce	0.003	FL & crossing work	--	12,845.00
Jackson	919	10Q	Ill. 13, 1 mi. east of Carbondale, south	3.881	I-11 bit. conc. surf., grad., waterbound macadam base, bridge & culvert	22	563,129.80
Jackson	1917	49Q	US 51, ½ mi. south of Forest, west	1.104	A-3 bit. surf. treat., grad. & ty. B base	20	78,946.25
Jefferson	830	83	Ill. 15, south through Markham City	1.948	PCC pavement, grad., ty. A surf. & prel. engr.	22	234,868.41
Jersey	749	19B	1 mi. north of Otterville	0.030	Bridge reconstruction	--	78,598.40
Jersey	749	23G	2¼ mi. west of Jerseyville, southerly	2.988	Ty. B surf. & grad.	18	89,110.25
Kane	98	88Q	Hampshire, north	2.674	B-5 bit. conc.	20	50,973.00
Kane	1110	172FL	CGW Ry. crossing ½ mi. west of St. Charles	0.003	FL & crossing work	--	16,357.00
Kane	1110	176G	1½ mi. northwest of Elgin, southerly	1.231	Ty. special base & grad.	22	51,280.81
Kankakee	314	112B	5 mi. northeast of Momence	0.006	Bridge	--	14,381.00
Kankakee	314	112G	Ill. 17, 4 mi. east of Grant Park, south	2.369	Ty. A surf. & grad.	20	55,165.00
Kendall	1259	21Q	1½ mi. northeast of Plattville, south	2.022	A-3 bit. surf. treat.	20	14,745.54
Kendall	277	22Q	Yorkville, southwesterly	1.864	A-3 bit. surf. treat.	20	11,981.85
Kendall	280	25B	West limits of Yorkville	0.002	Bridge	--	48,659.00
Kendall	278	26G	Bristol Station, southeast to US 36	1.669	Ty. B base & grad.	22	42,142.00
Knox	394	14G	US 150, 6 mi. east of Knoxville, south	2.339	Ty. A surf. & grad.	22	63,088.19
Lake	2012	133Q	½ mi. west of Aptakisic, north	0.901	B-5 bit. conc.	22	16,267.55
Lake	1017	135Q	Grayslake, easterly	2.239	B-5 bit. conc.	22	38,128.30
Lake	1013 & 2008	136Q	1 mi. west of Lake Forest, south	2.859	B-5 bit. conc.	22	45,761.45
Lake	2004	140G	US 12, 1 mi. west of Wauconda, west	2.268	Ty. B base & grad.	24	86,315.29
Lake	1013	141G	¾ mi. north of Deerfield, south	1.007	Ty. B base & grad.	24	46,601.10
LaSalle	265	8B	Vermilion River, 4 mi. east of Leonore	0.341	Ty. B surf., grad. & bridge	20	118,162.50
LaSalle	258	27B	Indian Creek, ½ mi. north of Wedron	0.057	Bridge	--	89,529.20
Livingston	480	105Q	Ill. 47, ½ mi. south of Strawn, east	5.391	A-3 bit. surf. treat.	20	20,284.80
Livingston	353	109Q-1	Ill. 47, 3¼ mi. north of Forrest, east	6.857	A-3 bit. surf. treat.	20	25,480.80
Livingston	1322	128G	2 mi. south of Campus, east	2.987	Ty. A surf.	21	55,008.50
Livingston	348	131Q	East limits of Odell, east	5.109	A-3 bit. surf. treat.	20	18,018.80
Livingston	353	135B	3½ mi. east of Ocoya	0.007	Bridge	--	17,903.60
Livingston	348	138G	US 66 at Odell, west	2.875	Ty. A surf.	21	42,350.00
Livingston	1285	157Q	Ill. 17, 6 mi. east of Dwight, north	1.185	A-3 bit. surf. treat.	20	4,707.00
Livingston	353	162G	3¼ mi. north of Forrest, west	3.009	Ty. A surf.	21	41,650.00

TABLE 57.—Concluded.

County	FAS Route	Section	Location	Length in Miles	Type	Width in Feet	Contract Cost
Logan	559	31-5G	Union, north to US 136	1.539	Ty. B base & grad.	22	40,891.95
Logan	561	38-1Q	4 mi. south of Lincoln, south	1.727	A-3 bit. surf. treat.	20	9,988.65
Logan	560	52Q	3½ mi. north of New Holland, north	3.847	A-3 bit. surf. treat., grad. & ty. B base	20	130,871.70
McDonough	442 & 443	54Q	4½ mi. south of Macomb, south	7.069	A-3 bit. surf. treat., grad. & ty. B base	20	157,316.07
McHenry	28	48Q	Lawrence, northwesterly	5.132	B-5 bit. conc.	20	87,445.30
McHenry	1018	49Q	2¼ mi. south of Chemung, southwest	2.250	B-5 bit. conc.	20	40,467.35
McLean	1477	29Q	¾ mi. north of Bellflower, west	6.352	Ty. B surf.	21	33,224.35
McLean	1480	30G	2½ mi. west of Downs, west & south	2.731	Ty. B surf.	21	16,166.95
McLean	478	74Q	US 150 at Shamrock, south	0.816	A-3 bit. surf. treat.	20	3,898.24
McLean	487	81Q	Holder, south	0.515	A-3 bit. surf. treat.	20	2,906.67
McLean	485	84Q	1½ mi. north of Colfax, northwesterly	4.936	A-3 bit. surf. treat.	20	20,650.09
McLean	1473	85Q	US 51, 3½ mi. north of Normal, west	2.107	A-3 bit. surf. treat.	18	8,357.98
McLean	487	90B	3¾ mi. southwest of Arrowsmith	0.008	Bridge	--	18,262.00
McLean	487	90G	1¼ mi. south of Arrowsmith, west	4.903	Ty. B surf.	21	33,032.00
Macoupin	734	29Q	Sawyerville, west	1.027	A-3 bit. surf. treat., grad. & ty. B base	20	137,318.91
Marion	795	49FL	C&EI RR, 1½ mi. north of Kell	0.002	FL & crossing work	--	10,671.00
Marion	789	47-1Q	North limits of Iuka, southerly	7.206	A-3 bit. surf. treat., B-5 bit. conc., grad., ty. B base & FL & gates at B&O RR	20 & 22	380,550.65
Marshall	1367	34B-1	¾ mi. south of LaRose	0.227	Grad. & bridge	30	43,833.25
Mason	572	31Q	4 mi. east of Kilbourne, easterly	4.512	A-3 bit. surf. treat. & SC base	20	87,145.29
Massac	929	29Q	New Columbia, southeasterly	1.268	A-3 bit. surf. treat., grad., SC base, prel. engr. & bridge	20	210,528.65
Montgomery	728	40G	Walshville, easterly	1.517	Ty. A surf., grad. & bridge	22	116,262.50
Montgomery	725	40G	1½ mi. east of Walshville, northerly	0.822	Ty. A surf. & grad.	22	27,574.95
Montgomery	1744	41G	Ill. 127 in Donnellson, to Panama (See Bond 32G)	2.727	Ty. A surf., grad., prel. engr. & bridge	22	178,353.24
Montgomery	729	43G	5 mi. north of Mulberry Grove, north (See Bond 30G)	1.975	Ty. A surf. & grad.	20	9,629.00
Morgan	613	35Q	2½ mi. north of Alexander, east	3.060	A-3 bit. surf. treat., grad. & ty. A base	22	155,094.63
Moultrie	660	14-1FL	¾ mi. southwest of Cadwell	0.002	FL & crossing work at C&EI RR	--	11,462.00
Moultrie	659	100Q	Ill. 133 in Arthur, northerly (See Douglas 100Q)	0.901	I-11 bit. conc. surf., grad. & PCC wid.	38	129,344.40
Ogle	189	43Q	2½ mi. southwest of Polo, south	3.113	A-3 bit. surf. treat.	20	18,539.95
Ogle	1076	45Q	1½ mi. south of Daysville, south	3.643	A-3 bit. surf. treat.	18	18,817.44
Ogle	1078	47Q	1½ mi. north of Byron, northerly	3.417	A-3 bit. surf. treat.	20	20,145.50
Ogle	1082	50FL	C&GW Ry. crossing at Lindenwood	0.002	FL & crossing work	--	9,940.00
Ogle	1082	50Q	Lindenwood, south	3.142	A-3 bit. surf. treat.	20	17,857.82
Peoria	383	53RQ	US 150, ¾ mi. west of Kickapoo, north	8.656	B-5 bit. conc.	20	151,182.56
Peoria	1387	109-1G	North Hampton, northwesterly	3.489	Ty. B base & grad.	22	91,855.80
Perry	1821	44Q	1½ mi. east of Pinckneyville, northerly	5.641	A-3 bit. surf. treat., grad., SC base, prel. engr. & 2 bridges	20	329,391.74
Piatt	540	8W-1 & RS-1 (9, 10) W & RS	1½ mi. south of Bement, west & south	10.936	I-11 bit. conc. surf., grad. & PCC wid.	22	[2]821,878.97

Piatt	542	206	1¾ mi. south of Cisco, south	1.577	PCC pavt. & grad.	20	168,132.70
Pulaski	941	1Q	Ullin, west to county line	1.862	A-3 bit. surf. treat.	20	15,449.83
Randolph	862	44Q	Schuline, westerly	3.197	A-3 bit. surf. treat., grad., ty. B base & prel. engr.	20	263,216.05
St. Clair	841	228Q	1½ mi. north of Floraville, southeasterly	5.719	I-11 bit. conc. surf., grad. & ty. A base	22	498,042.43
Saline	900	65G	Carrier Mills, southeasterly	3.984	Ty. B surf. & grad.	18	167,286.25
Scott	605	6B	Wolf Run Creek, 3 mi. east of Naples	0.292	Ty. B surf. & bridge	20	30,517.40
Scott	608	9Q	Glasgow, west	----------	A-3 bit. surf. treat., grad. & ty. A base	20	40,195.69
Shelby	1632 & 1633	202Q	Windsor to Sexson Corner	7.039	A-3 bit. surf. treat., grad. & SC base	20	251,368.00
Shelby	1631	202Q	Sexson Corner, southerly	0.169	A-3 bit. surf. treat., grad. & SC base	20	5,842.75
Stephenson	61	45Q	Lena, north & east	4.881	B-5 bit. conc., grad., ty. A base & culvert	20	[2]349,748.05
Tazewell	470	39G	US 24, 2½ mi. east of Washington, south	5.867	Ty. B base & grad.	24	152,737.30
Union	1925	38G	2 mi. east of Anna, northeasterly	3.304	Ty. B surf., grad. & prel. engr.	18	167,097.70
Union	923	39B	4 mi. southeast of Wolf Lake	0.034	Bridge & prel. engr.	--	72,508.15
Union	923	39G	4 mi. southeast of Wolf Lake	0.583	Ty. B surf., grad. & prel. engr.	20	40,093.40
Vermilion	512	62	1 mi. northwest of Fairmount, westerly	2.235	PCC pavt., grad. & culvert	22	310,147.73
Wabash	808	4-1Q	Allendale, west	1.224	B-3 bit. surf., grad. & SC base	20	80,403.08
Wabash	808	28Q	Lancaster, west & southwesterly	3.643	B-3 bit. surf., grad., SC base & prel. engr.	20	217,890.41
Warren	1408	97FL	AT&SF Ry. crossing at Ormonde	0.006	FL, gates & crossing work	--	24,806.42
Warren	1408	97Q	½ mi. south of Ormonde, north	3.018	A-3 bit. surf. treat., grad. & ty. B base	20	100,390.37
Wayne	706	40B	1 mi. east & 4 mi. south of Golden Gate	0.777	Ty. B surf., grad. & bridge	18	169,573.30
Wayne	795	42G	3 mi. west of Johnsonville, westerly	3.121	Ty. B surf., grad. & prel. engr.	18	114,814.08
Wayne	795	43Q	US 45 in Cisne, westerly	5.519	B-3 bit. surf., grad., SC base, culvert, RR crossing work & prel. engr.	20	230,244.35
Wayne	795	47Q	5½ mi. west of Johnsonville, west	2.635	B-3 bit. surf., grad., SC base & prel. engr.	20	143,694.00
Wayne	800	48Q	Mt. Erie, east	3.219	B-3 bit. surf., grad., SC base & prel. engr.	20	116,527.65
Wayne	795	50G	Johnsonville, west	3.127	Ty. B surf., grad. & prel. engr.	18	89,641.66
White	885	18G	Crossville, west	1.655	Ty. B & grad.	18	33,153.05
White	1882 & 1817	29Q	Ill. 1 at Brownsville, southeasterly	7.623	A-3 bit. surf. treat., grad. & SC base	22	379,821.00
Whiteside	204	24G	Fenton, southwesterly	4.973	A-1 bit. surf. treat., grad. & ty. A base	22	172,946.08
Will	286	119-2Q	Minooka, east & north	0.978	B-5 bit. surf. & ty. A base repairs	20	30,911.26
Will	294	137G	Marley, east to Wolf Rd.	1.702	Ty. B base & grad.	22	87,665.85
Winnebago	1058	111B	2 mi. northwest of Rockford	0.022	Bridge	--	77,943.39
Woodford	1359	13XG	US 150 near Congerville, northerly	2.163	Ty. B surf. & grad.	22	66,509.66
Woodford	1358	17G	2 mi. northwest of Eureka, westerly	1.275	Ty. B surf. & grad.	22	31,378.60
Woodford	267	37Q-1	2 mi. south of Dana, south	1.008	A-3 bit. surf. treat. & ty. B surf.	20	33,480.65
Woodford	1358	43G	Ill. 116, ¾ mi. east of Metamora, south	0.994	Ty. B surf. & grad.	22	25,619.40
			Totals	386.049			$16,449,262.39

[1] Construction in part or all by day labor.
[2] 100 per cent matching by State.

Meaning of abbreviations and terms used in above table:

Bit.—Bituminous	Grad.—Grading	Ty.—Type	Mi.—Miles	Rd.—Road
Conc.—Concrete	SC—Soil cement	Treat.—Treatment	Engr.—Engineering	RR—Railroad
FL—Flashing lights	Surf.—Surface	Wid.—Widening	Prel.—Preliminary	

A-3, B-5, I-11, etc., refer to the standard specifications of the Division of Highways for various types of bituminous surfaces.

TABLE 58.—COUNTY CONSTRUCTION APPROVED AND DAY LABOR WORK AUTHORIZED DURING 1959.

County	Concrete Pavement and Surfaces on a Concrete Base		Bituminous Surfaces not on a Concrete Base		Gravel or Stone Surfaces		Earth Grading		Bridges[1]		Total Cost
	Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost	
Adams										$ 8,085.93	$ 8,085.93
Bureau			4.8461	$ 73,938.67							73,938.67
Champaign	1.5996	$ 88,196.74	21.0725	81,861.86							170,058.60
Christian			2.6290	43,273.06							[2]43,273.06
Clark										1,310.71	1,310.71
Clay							3.3984	$ 51,131.89			51,131.89
Clinton										1,000.00	1,000.00
Coles										2,910.74	2,910.74
Cook	147.7659	5,868,362.70	0.2093	73,898.70					1	186,694.72	6,128,956.12
Cook (Expwy.)	7.1255	11,926,546.70	10.9364	205,210.95			1.6185	1,048,869.10	[6]10	6,028,091.23	19,208,717.98
Crawford										873.81	873.81
DeKalb			8.9764	139,637.71	10.0864	$311,364.91					451,002.62
DuPage			5.1355	227,756.40						33,329.21	261,085.61
Edgar					0.1705	8,261.30				10,822.80	19,084.10
Ford					1.9826	30,709.84			1	27,539.50	58,249.34
Fulton			1.4469	56,161.66							56,161.66
Grundy			1.5116	10,126.00							10,126.00
Henderson					0.5130	2,859.50					2,859.50
Henry			37.1003	262,684.13							262,684.13
Jackson										2,150.00	2,150.00
Kane			11.6005	135,569.65	2.7328	67,355.92			1	23,665.00	226,590.57
Kankakee			1.4992	42,169.02	1.0060	18,217.64			1	22,336.50	82,723.16
Knox					4.8403	50,123.83					50,123.83
Lake			8.2275	312,973.68	5.8558	171,210.60				8,701.26	492,885.54
LaSalle			2.2651	34,681.34							34,681.34
Lee			5.1880	118,340.20					3	66,650.86	184,991.06
Livingston			2.0045	8,710.00							8,710.00
Logan			2.1212	75,209.64							75,209.64
McHenry					5.6738	74,428.00				4,617.00	79,045.00
McLean			1.1087	4,980.00	1.6968	11,295.24	8.4870	49,627.41		17,519.00	83,421.65
Macon			2.0299	76,108.43							76,108.43
Madison			0.5677	13,728.80			0.3635	17,440.79		12,471.07	43,640.66
Montgomery										3,065.59	3,065.59
Peoria	0.7500	27,621.65	9.1825	97,914.41							125,536.06
Piatt										50,583.45	50,583.45
Rock Island	1.7237	[4]419,506.20									419,506.20
St. Clair										3,672.36	3,672.36
Stephenson					11.9804	111,581.76					111,581.76
Tazewell			12.1399	69,062.27	3.0500	121,174.24					190,236.51
Vermilion	1.0681	84,775.75									84,775.75

Warren					3.1127	69,378.18					69,378.18
Whiteside			13.9306	84,960.20			7.4096	21,057.17	1	35,764.36	141,781.73
Will			5.4569	112,839.17	0.7312	51,039.04				1,825.54	165,703.75
Winnebago			14.4447	78,413.85	13.4293	361,261.55				91,024.10	530,699.50
Total	160.0328	$18,415,009.74	185.6309	$2,440,209.80	66.8616	$1,460,261.55	21.2770	$1,188,126.36	18	$6,644,704.74	[5]$30,148,312.19

Notes: This table includes all day labor construction that was authorized and all contracts that were approved during 1959. The costs tabulated in the "Cost" columns include estimated costs for day labor improvements and contract prices for contract improvements.

[1] Only bridges having a 20-foot span or over are included in the number. The "Cost", however, includes small culverts and other incidental work built separately or with the bridge sections.

[2] Joint project with Crawford County.

[3] Includes $415,943.11 force account work, $47,337.00 Commonwealth Edison, $1,940,877.00 main drain and storm sewers, $183,357.95 landscaping, and $153,640.00 building removal.

[4] Joint project with City of Moline.

[5] Includes $153,626.94 railroad crossing protection.

[6] Includes 8 highway grade separation structures, 1 railroad grade separation structure, and 1 bridge.

TABLE 59.—RECAPITULATION OF COUNTY CONTRACTS APPROVED AND DAY LABOR CONSTRUCTION AUTHORIZED DURING 1959.

Law	Day Labor or Contract	Concrete Pavement and Surfaces on a Concrete Base		Bituminous Surfaces not on a Concrete Base		Gravel or Stone Surfaces		Earth Grading		Bridges[1]		Total Cost
		Miles	Cost	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost	
15d	Day Labor											
15d	Contract	7.7070	$12,004,831.44	19.9128	$ 344,848.66	13.1364	$432,539.15	1.6185	$1,048,869.10	11	$6,063,855.59	$19,894,943.94
MFT	Day Labor			63.9702	386,505.77	42.2926	771,465.24	15.8966	70,684.58			[2]1,228,655.59
MFT	Contract	152.3258	6,410,178.30	101.7479	1,708,855.37	11.4326	256,257.16	3.7619	68,572.68	7	580,849.15	9,024,712.66
Totals		160.0328	$18,415,009.74	185.6309	$2,440,209.80	66.8616	$1,460,261.55	21.2770	$1,188,126.36	18	$6,644,704.74	$30,148,312.19

[1] Only bridges having a 20-foot span or over are included in computing the number. The "Cost," however, includes small culverts and other miscellaneous work built separately or with bridge sections.

[2] Day labor costs are engineers' estimates.

TABLE 60.—COUNTY CONSTRUCTION APPROVED, 1916 to 1959, INCLUSIVELY.[1]

Year	Surfacing		Earth Grading		Bridges	
	Miles	Cost[2]	Miles	Cost[2]	Number	Cost[2]
1916 to 1920[3]	420.76	$ 9, 238, 675.39	92.58	$ 378, 226.46	72	$ 275, 419.51
1921 to 1930[3]	1, 664.48	41, 968, 100.17	372.87	3, 884, 341.86	398	5, 120, 359.58
1931 to 1940[3]	6, 153.62	66, 425, 985.93	1, 682.76	5, 752, 533.69	1, 550	10, 866, 382.64
1941 to 1950[3]	3, 367.12	47, 619, 131.45	364.29	2, 190, 615.69	333	19, 598, 988.60
1951	408.39	9, 330, 121.98	14.69	117, 035.49	30	8, 340, 728.72
1952	313.27	8, 745, 470.68	7.85	30, 552.39	33	6, 102, 215.76
1953	268.61	11, 874, 641.30	12.60	831, 362.44	34	8, 258, 596.24
1954	316.07	20, 283, 423.65	19.67	1, 011, 882.26	27	6, 659, 371.68
1955	257.08	6, 652, 049.88	0.47	728, 732.86	15	2, 837, 779.82
1956	330.57	10, 354, 246.37	7.92	96, 677.68	13	9, 415, 336.91
1957	272.94	10, 823, 343.16	10.53	1, 181, 739.77	34	14, 417, 595.10
1958	207.49	14, 472, 124.81	15.56	1, 184, 097.79	62	37, 565, 112.11
1959	412.53	22, 315, 481.09	21.28	1, 188, 126.36	18	6, 644, 704.74
Totals	14, 392.93	$280, 102, 765.86	2, 622.17	$18, 575, 934.74	2, 619	$136, 192, 591.41

[1] No day labor construction was approved prior to the year 1930.
[2] "Cost" includes the estimated cost on day labor sections and the contract price on contract sections, and does not include any canceled contracts.
[3] For the individual yearly figures see the annual report for the year 1957, page 190.

TABLE 61.—COUNTY CONSTRUCTION COMPLETED DURING 1959.

County	Concrete Pavement and Surfaces on a Concrete Base				Bituminous Surfaces Not on a Concrete Base	Gravel or Crushed-stone Surfaces	Oiled Earth	Earth Grading	Bridges 20-foot Span or Over
	Widening and Single-lane	Two-lane	Three-lane	Four-lane or Over					
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Adams					0.50				
Bureau					2.84				
Cass									1
Champaign				0.58	21.07				
Cook		120.08	0.79	24.42	0.44	0.26			7
Cook (Expwy)				8.91					26
DeKalb					8.98	8.87			
DuPage					3.77				
Fayette						2.86			
Ford						1.98			1
Fulton					1.45				
Grundy					1.51				
Henderson						0.51			
Henry					13.68	1.03			
Kane					11.63	2.73			1
Knox						1.16			
Lake					6.85	4.69			
LaSalle					2.26				
Lee									3
Livingston					2.00	2.00			
Logan					2.28				
McHenry						3.24			
McLean					3.67	6.50		12.20	
Macon					2.03				
Madison					0.57			0.36	
Peoria			0.75		9.18				
Piatt									1
Rock Island						3.12			
Stephenson						5.29			
St. Clair					0.86				
Tazewell					12.14	3.05			
Vermilion	1.07								
Warren						3.11			
Whiteside									1
Will					5.46	1.10			
Winnebago					14.45	10.37			
Total	[1]1.07	[2]120.08	[3]1.54	[4]33.91	[5]127.62	[6]61.87		12.56	[7]41

Notes: The above table does not include miscellaneous improvements such as storm sewer work, railroad crossing protection installations, small bridge projects, building removal projects, highway lighting, landscaping, etc.

[1] 1.07 miles of PCC base widening.

[2] Includes 1.80 miles of PCC pavement, and 118.28 miles of I-11 bituminous concrete pavement on rigid bases.

[3] 1.54 miles of I-11 bituminous concrete pavement on rigid base.

[4] Includes 14.12 miles of PCC pavement, 19.66 miles of I-11 bituminous concrete pavement on a rigid base, and 0.13 mile I-11 bituminous concrete pavement on new PCC.

TABLE 61.—Concluded.

[5] Includes the following types:

Subclass A-1	4.08 miles
Subclass A-2 modified	3.45 miles
Subclass A-3	63.95 miles
Subclass A-3 modified	16.24 miles
Subclass B-2	0.21 mile
Subclass B-5	35.94 miles
Subclass I-11	3.75 miles
Total	127.62 miles

[6] Includes 16.95 miles of Type A surface, 24.60 miles of Type B surface, 13.38 miles of Type B base, 0.19 mile of Type 2 Base, 6.75 miles of Type Special.

[7] Includes 16 bridges, 21 highway grade separations, 3 railroad grade separations, and 1 pedestrian bridge.

RECAPITULATION

Rigid type surfaces (summation of columns 1, 2, 3 and 4)	156.60 miles
Nonrigid type surfaces:	
Low type bituminous (summation of columns 5 and 7)	127.62 miles
Type A gravel or crushed-stone surface	16.95 miles
Type B gravel or crushed-stone surface	24.60 miles
Type B gravel or crushed-stone base	13.38 miles
Type 2 gravel or crushed-stone base	0.19 mile
Type Special gravel or crushed-stone surface	6.75 miles
Total surfacing	346.09 miles
Grading	12.56 miles
Bridges	16
Highway grade separations	21
Railroad grade separations	3
Pedestrian bridges	1

TABLE 62.—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO MUNICIPALITIES DURING 1959.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Abingdon	$ 62,070.59	$ 18,609.27	$ 80,679.86	$ 41,521.10			$ 1,627.84		$ 74.52		$ 43,223.46	$ 37,456.40
Addieville	1,422.12	1,528.22	2,950.34									2,950.34
Addison	50,532.72	23,004.17	73,536.89									73,536.89
Adeline	3,200.06	761.30	3,961.36									3,961.36
Albany	1,598.28	3,067.71	4,665.99				[1]—127.47	$ 3,560.00	[1]—1,274.74		2,157.79	2,508.20
Albers	4,777.97	2,633.47	7,411.44				84.70		2,541.32		2,626.02	4,785.42
Albion	4,794.62	12,896.80	17,691.42					975.00	36.57		1,011.57	16,679.85
Aledo	24,153.34	16,460.74	40,614.08				1,380.06		17,898.42		19,278.48	21,335.60
Alexis	7,529.14	4,629.78	12,158.92						4,058.51		4,058.51	8,100.41
Algonquin	2,854.28	6,896.70	9,750.98	1,488.52			545.87		4,148.26		6,182.65	3,568.33
Alhambra	7,521.10	2,684.27	10,205.37				35.20		704.00		739.20	9,466.17
Allendale	2,766.59	2,492.50	5,259.09						2,330.49		2,330.49	2,928.60
Allenville	217.07	1,426.71	1,643.78				9.90		1,454.68		1,464.58	179.20
Allerton	78.77	1,375.97	1,454.74						828.75		828.75	625.99
Alma	1,096.08	2,278.21	3,374.29						2,905.00	$ 58.10	2,963.10	411.19
Alorton	13,424.20	14,363.00	27,787.20				654.50		13,012.06		13,666.56	14,120.64
Alpha	2,522.60	3,552.66	6,075.26					3,552.66			3,552.66	2,522.60
Alsey	4,188.57	1,657.93	5,846.50						2,702.62		2,702.62	3,143.88
Alsip	40,142.07	15,868.64	56,010.71	31,034.97			2,803.84				33,838.81	22,171.90
Altamont	7,623.80	8,909.90	16,533.70						10,499.88		10,499.88	6,033.82
Alton	97,146.80	183,555.10	280,701.90	11,057.61	$ 5,437.04	$ 23,800.00	7,890.08		9,625.14		57,809.87	222,892.03
Altona	744.59	2,605.29	3,349.88						1,300.00		1,300.00	2,049.88
Alto Pass	8,552.29	2,605.29	11,157.58				50.00		[1]—50.00			11,157.58
Alvan	519.53	1,618.43	2,137.96						1,834.97		1,834.97	302.99
Amboy		12,000.15	12,000.15	12,000.15							12,000.15	
Anchor		198.43	198.43									198.43
Andalusia	4,580.93	2,875.98	7,456.91	4,129.09			372.90				4,501.99	2,954.92
Andover	565.41	1,443.62	2,009.03				121.45		1,887.58		2,009.03	
Anna	42,746.44	24,699.57	67,446.01					14,422.44			14,422.44	53,023.57
Annawan	12,342.99	3,338.38	15,681.37									15,681.37
Antioch	9,952.05	10,161.78	20,113.83				1,368.00	3,707.20			5,075.20	15,038.63
Apple River	2,510.92	2,430.48	4,941.40				265.26		4,421.15		4,686.41	254.99
Arcola	25,582.82	11,650.52	37,233.34						13,094.45		13,094.45	24,138.89
Arenzville	2,880.05	2,892.90	5,772.95									5,772.95
Argenta	1,135.94	4,567.73	5,703.67				29.00		4,960.73		4,989.73	713.94
Arlington		1,392.87	1,392.87				[1]—40.00	918.00	40.00		918.00	474.87
Arlington Heights	165,215.05	130,422.77	295,637.82	79,250.54			3,444.72	50,000.00	74.44		132,769.70	162,868.12

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Armington	277.58	1,770.69	2,048.27									2,048.27
Aroma Park	1,103.96	3,067.72	4,171.68	2,462.55			403.54		1,305.59		4,171.68	
Arrowsmith	7,930.02	1,781.99	9,712.01				77.16		1,543.26		1,620.42	8,091.59
Arthur	11,058.33	11,475.72	22,534.05				10,000.00		7,712.50	354.26	18,066.76	4,467.29
Ashkum	1,120.07	2,368.47	3,488.54				171.25		2,495.22		2,666.47	822.07
Ashland	1,545.62	5,859.09	7,404.71									7,404.71
Ashley	6,090.79	4,161.70	10,252.49				93.75		4,121.23		4,214.98	6,037.51
Ashmore	1,371.49	2,289.51	3,661.00				10.50		2,462.21	49.45	2,522.16	1,138.84
Ashton		5,148.57	5,148.57	5,906.55			[1]—5,906.55	3,866.04			3,866.04	1,282.53
Assumption	15,881.41	8,267.01	24,148.42	15,000.00	[1]—96.81		[1]—163.09		6,459.42		21,199.52	2,948.90
Astoria	1,793.65	7,376.03	9,169.68						6,789.60		6,789.60	2,380.08
Athens	1,725.55	5,909.84	7,635.39					2,180.00	4,439.10		6,619.10	1,016.29
Atkinson	18,433.55	4,652.31	23,085.86				105.07		2,337.97		2,443.04	20,642.82
Atlanta	11,172.56	7,505.74	18,678.30	7,302.40			71.14		2,369.13		9,742.67	8,935.63
Atwood	3,000.72	6,073.39	9,074.11						4,213.40		4,213.40	4,860.71
Auburn	52,406.16	11,069.70	63,475.86	49,434.20			6,860.00		752.00		57,046.20	6,429.66
Augusta	831.40	5,329.02	6,160.42						5,109.11		5,109.11	1,051.31
Aurora	380,461.46	320,113.27	700 574.73	369,468.79			24,869.42	15,865.24	10,136.25		420,339.70	280,235.03
Ava	10,326.16	4,139.13	14,465.29						2,242.37		2,242.37	12,222.92
Aviston	4,106.30	2,836.52	6,942.82									6,942.82
Avon	6,831.31	4,906.07	11,737.38						8,132.64	81.33	8,213.97	3,523.41
Baldwin	3,358.57	1,996.28	5,354.85						1,900.07		1,900.07	3,454.78
Banner	562.86	1,212.43	1,775.29						554.82		554.82	1,220.47
Bannockburn	11,019.74	1,404.16	12,423.90									12,423.90
Bardolph	52.81	1,387.25	1,440.06						1,250.22		1,250.22	189.84
Barrington	19,404.42	27,051.11	46,455.53	10,823.33			2,069.64		9,709.32		22,602.29	23,853.24
Barrington Hills	2,937.46	4,951.21	7,888.67									7,888.67
Barry	48,520.12	8,622.30	57,142.42				4,654.95		1,500.00		6,154.95	50,987.47
Bartelso	2,105.38	1,714.31	3,819.69									3,819.69
Bartlett	24,665.74	7,522.66	32,188.40	9,889.49			818.95				10,708.44	21,479.96
Bartonville	1,871.44	33,603.48	35,474.92				714.08	3,414.50	3,880.28		8,008.86	27,466.06
Basco	1,195.75	1,240.62	2,436.37						2,077.38		2,077.38	358.99
Batavia	21,927.24	37,483.58	59,410.82	30,009.44			2,186.40				32,195.84	27,214.98
Batchtown	1,030.15	1,336.49	2,366.64						571.19		571.19	1,795.45
Bath	2,131.40	2,385.36	4,516.76						1,397.68		1,397.68	3,119.08
Baylis	1,021.62	1,731.23	2,752.85						568.69		568.69	2,184.16
Beardstown		34,286.17	34,286.17	3,180.46			2,484.90		15,577.60		21,242.96	13,043.21
Beaverville	5,659.77	2,159.81	7,819.58									7,819.58

Beckemeyer	3,926.49	5,892.94	9,819.43				60.00		5,879.25		5,939.25	3,880.18
Bedford Park	14,256.72	3,671.10	17,927.82									17,927.82
Beecher	7,753.89	5,391.03	13,144.92				310.81		6,224.19		6,535.00	6,609.92
Beecher City	635.01	2,464.32	3,099.33						2,550.00		2,550.00	549.33
Belgium	1,514.53	2,780.12	4,294.65						1,193.65	24.36	1,218.01	3,076.64
Belknap	471.39	1,392.88	1,864.27						1,470.00		1,470.00	394.27
Bellflower	3,444.92	2,328.98	5,773.90									5,773.90
Belle Prairie City	352.83	462.41	815.24						222.74		222.74	592.50
Belle Rive		1,765.08	1,765.08						1,732.01		1,732.01	33.07
Belleville	228,909.08	184,519.37	413,428.45	48,179.34			4,071.54		8,324.46		60,575.34	352,853.11
Bellevue	2,627.81	8,622.30	11,250.11	9,254.85			1,636.10				10,890.95	359.16
Bellmont	1,295.96	2,075.21	3,371.17						2,039.30		2,039.30	1,331.87
Bellwood	49,431.39	101,127.29	150,558.68	4,662.02			10,873.55	60,685.08	10,466.45		86,687.10	63,871.58
Belvidere	79,247.73	53,132.29	132,380.02				1,126.10	9,194.44			10,320.54	122,059.48
Bement	22,696.77	8,227.55	30,924.32				106.22	3,750.00	11,215.18		15,071.40	15,852.92
Benld	1,031.23	11,802.78	12,834.01				160.00		7,973.72		8,133.72	4,700.29
Bensenville	48,849.45	30,739.11	79,588.56	23,439.51							23,439.51	56,149.05
Benson		2,182.38	2,182.38						297.04		297.04	1,885.34
Bently	657.76	496.24	1,154.00						1,016.50		1,016.50	137.50
Benton	50,082.22	44,256.23	94,338.45	16,841.90			2,328.89		11,274.57		30,445.36	63,893.09
Berkeley	103,077.42	29,678.97	132,756.39	57,285.33				51,912.50			109,197.83	23,558.56
Berlin	1,014.98	1,229.35	2,244.33						1,727.30		1,727.30	517.03
Berwyn	140,259.03	296,485.15	436,744.18	194,693.90			13,846.16				208,540.06	228,204.12
Bethalto	37,673.13	15,152.45	52,825.58				200.00		6,554.28		6,754.28	46,071.30
Bethany	697.88	4,793.29	5,491.17						4,991.66	101.88	5,093.54	397.63
Biggsville	4,173.40	2,137.25	6,310.65				[1]—35.49		35.49			6,310.65
Bingham	141.55	958.67	1,100.22						681.16		681.16	419.06
Birds	1,516.90	1,319.58	2,836.48						1,982.81	39.66	2,022.47	814.01
Bishop Hill	1,547.69	1,139.11	2,686.80									2,686.80
Blandinsville	462.54	5,176.76	5,639.30						3,874.58		3,874.58	1,764.72
Bloomingdale	704.42	1,911.68	2,616.10									2,616.10
Bloomington	88,487.27	203,726.40	292,213.67	211,870.16			12,225.51		[1]—246.75		223,848.92	68,364.75
Blue Island		99,373.49	99,373.49	71,344.07			11,698.88		14,216.62		97,259.57	2,113.92
Blue Mound	880.74	4,996.30	5,877.04						4,893.14		4,893.14	983.90
Bluffs	8,272.49	4,421.11	12,693.60						8,183.94		8,183.94	4,509.66
Bluford	1,617.11	2,689.88	4,306.99						3,275.45		3,275.45	1,031.54
Bone Gap	872.93	1,844.03	2,716.96						2,213.31	55.34	2,268.65	448.31
Bonfield	746.72	806.40	1,553.12	1,069.44			79.17				1,148.61	404.51
Bourbonnais	15,043.98	16,409.98	31,453.96	5,400.41			846.93	3,007.50	4,284.68		13,539.52	17,914.44
Bowen	1,016.44	3,231.27	4,247.71						3,593.44		3,593.44	654.27
Braceville	3,554.71	3,062.07	6,616.78	2,421.00			479.25				2,900.25	3,716.53
Bradford		5,368.50	5,368.50					357.80			357.80	5,010.70
Bradley	7,114.06	41,617.09	48,731.15	25,701.26			2,058.00	8,851.25	6,656.31		43,266.82	5,464.33
Braidwood	975.74	8,374.16	9,349.90				237.07		5,541.83		5,778.90	3,571.00
Breese	17,365.80	13,127.98	30,493.78	9,424.94			350.23		6,504.50		16,279.67	14,214.11
Bridgeport		13,297.16	13,297.16	[1]—1,442.15			28.88	2,991.74	11,718.69		13,297.16	
Bridgeview	70,195.78	17,594.20	87,789.98									87,789.98
Brighton	6,351.53	6,344.07	12,695.60				250.00		6,996.31		7,246.31	5,449.29
Brimfield	456.83	3,654.21	4,111.04				125.00		2,421.98		2,546.98	1,564.06
Broadlands	1,534.18	1,877.83	3,412.01						3,300.27		3,300.27	111.74
Broadview	11,954.10	39,068.20	51,022.30					44,031.25			44,031.25	6,991.05
Broadwell	692.95	840.25	1,533.20						1,354.02	27.08	1,381.10	152.10

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Construction by: Day Labor	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Brocton	2,874.35	2,289.51	5,163.86				13.00		4,412.00		4,425.00	738.86
Brookfield	65,569.98	110,460.13	176,030.11	11,774.32			4,029.19	28,406.41	38,443.82		82,653.74	93,376.37
Brooklyn	27,032.99	14,481.40	41,514.39				51.06		1,021.00		1,072.06	40,442.33
Brookport		6,310.24	6,310.24	2,715.82							2,715.82	3,594.42
Broughton	598.69	1,827.07	2,425.76						1,668.30	33.70	1,702.00	723.76
Browning	6,431.39	1,827.07	8,258.46						2,189.99		2,189.99	6,068.47
Browns	212.30	1,894.76	2,107.06						902.25		902.25	1,204.81
Brownstown	1,076.07	3,659.79	4,735.86				195.79		3,113.75		3,309.54	1,426.32
Brussels	3,763.82	1,156.06	4,919.88				162.00		3,361.00		3,523.00	1,396.88
Bryant	1,005.64	2,233.12	3,238.76						2,779.74		2,779.74	459.02
Buckingham	648.05	789.49	1,437.54									1,437.54
Buckley	10,365.11	3,124.10	13,489.21				274.46		5,489.26		5,763.72	7,725.49
Buckner	3,551.81	4,415.46	7,967.27				88.71		1,675.47	35.28	1,799.46	6,167.81
Buda	3,061.93	4,291.42	7,353.35				113.48		4,666.85		4,780.33	2,573.02
Buffalo	3,181.55	2,345.89	5,527.44						1,433.90		1,433.90	4,093.54
Buffalo Grove	381.69	1,635.62	2,017.31									2,017.31
Bulpitt	7,887.74	2,120.33	10,008.07						2,194.73	43.89	2,238.62	7,769.45
Buncombe	2,748.49	1,184.23	3,932.72				50.00		1,673.68		1,723.68	2,209.04
Bunker Hill	4,676.35	8,041.46	12,717.81				314.52		9,862.32		10,176.84	2,540.97
Bureau Junction	8,980.19	2,706.81	11,687.00				229.09		3,818.25		4,047.34	7,639.66
Burlington	7,871.67	1,483.06	9,354.73									9,354.73
Burnham	16,750.83	12,659.94	29,410.77	14,345.40			654.60				15,000.00	14,410.77
Bush	667.18	2,842.16	3,509.34						2,843.01	56.87	2,899.88	609.46
Bushnell	40,617.66	18,705.13	59,322.79	179.88	[1]—600.29		667.19		6,085.26		6,332.04	52,990.75
Butler	697.61	1,595.89	2,293.50						1,681.51		1,681.51	611.99
Byron	1,148.44	6,975.67	8,124.11					6,975.67			6,975.67	1,148.44
Cabery	2,769.98	1,635.35	4,405.33	2,784.67			97.73		1,522.93		4,405.33	
Cahokia	22,783.44	39,863.29	62,646.73				613.70		6,629.20		7,242.90	55,403.83
Cairo	49,291.11	68,363.70	117,654.81					19,335.41			19,335.41	98,319.40
Calhoun	405.19	1,212.44	1,617.63						1,414.67		1,414.67	202.96
Calumet City	222,114.81	107,516.47	329,631.28	102,006.36			10,946.24		32.69		112,985.29	216,645.99
Calumet Park	30,328.33	41,656.58	71,984.91	1,684.80			3,174.00				4,858.80	67,126.11
Camargo	183.12	1,330.85	1,513.97						1,000.00		1,000.00	513.97
Cambria	1,284.65	3,524.48	4,809.13						4,492.41	89.84	4,582.25	226.88
Cambridge	2,086.55	8,808.40	10,894.95					5,600.00	4,000.00		9,600.00	1,294.95
Camden	601.47	862.80	1,464.27						1,464.22		1,464.22	0.05
Campbell Hill	791.55	1,894.76	2,686.31						661.44		661.44	2,024.87
Camp Point	11,407.73	5,464.36	16,872.09						174.28		174.28	16,697.81
Campus	2,371.83	1,031.98	3,403.81						94.54		94.54	3,309.27

Canton	5,459.52	76,956.63	82,416.15					76,176.52			76,176.52	6,239.69
Cantrall	528.10	817.69	1,345.79						424.20		424.20	921.59
Capron	16,512.98	3,225.61	19,738.59				774.81		8,725.19		9,500.00	10,238.51
Carbon Cliff	17,487.61	3,812.07	21,299.68				91.23		1,520.44		1,611.67	19,688.06
Carbondale	42,946.34	61,585.40	104,531.74	21,450.09			2,548.09				23,998.18	80,533.59
Carbon Hill	2,587.58	890.97	3,478.55				16.87		294.49		311.36	3,167.19
Carlinville	39,182.58	28,850.01	68,032.59				615.47	10,304.63	11,131.48		22,051.58	45,981.01
Carlyle	22,642.37	15,050.97	37,693.34				82.87		5,072.05		5,154.92	32,538.42
Carmi	33,247.82	36,231.69	69,479.51	26,519.25			2,668.40		10,368.06		39,555.71	29,923.80
Carol Stream		890.15	890.15						890.15		890.15	
Carpentersville	112,706.59	70,878.98	183,585.57	6,837.13			2,147.43		28,521.73		37,506.29	146,079.28
Carrier Mills	12,009.81	12,699.39	24,709.20	244.25			1,123.15		11,813.29		13,180.69	11,528.51
Carrollton	11,295.19	13,742.66	25,037.85		[1]—400.00		720.00		6,898.82		7,218.82	17,819.03
Carterville	25,142.28	15,315.99	40,458.27	13,049.55			982.73		5,509.42		19,541.70	20,916.57
Carthage	456.39	18,124.31	18,580.70				454.09	9,062.16	7,282.26		16,798.51	1,782.19
Cary	10,557.50	11,317.80	21,875.30	255.75			244.72		4,058.44		4,558.91	17,316.39
Casey	18,156.47	16,669.39	34,825.86				28.12		3,879.11		3,907.23	30,918.63
Caseyville	2,244.84	6,817.76	9,062.60				237.32		5,864.07		6,101.39	2,961.21
Catlin	9,777.29	5,374.14	15,151.43	955.50			123.55		7,372.53		8,451.58	6,699.85
Cave in Rock	9,551.22	3,101.56	12,652.78						607.20		607.20	12,045.58
Cedar Point	3,280.82	1,669.19	4,950.01									4,950.01
Cedarville	399.47	2,627.87	3,027.34	[1]—213.24			32.50	821.83	682.50		1,323.59	1,703.75
Central City	3,910.83	6,941.82	10,852.65				25.00	3,249.96	4,985.98		8,260.94	2,591.71
Centralia	95,441.44	78,175.85	173,617.29					66,447.62	29,408.32		95,855.94	77,761.35
Centreville	65,379.37	89,335.76	154,715.13				7,224.17		24,351.95		31,576.12	123,139.01
Cerro Gerdo	6,116.91	5,932.41	12,049.32						6,870.39		6,870.39	5,178.93
Chadwick	6,320.49	3,423.00	9,743.49									9,743.49
Champaign	198,932.94	256,082.69	455,015.63	229,936.79		33,500.00	[1]—3,301.56	[1]—7,489.71	18,120.21		270,765.73	184,249.90
Chandlerville	10,547.40	4,443.65	14,991.05				350.00		1,500.00		1,850.00	13,141.05
Chapin	876.46	2,757.57	3,634.03						3,488.23		3,488.23	145.80
Charleston	44,052.02	51,677.37	95,729.39						10,937.34		10,937.34	84,792.05
Chatham	8,375.20	5,103.45	13,478.65						10,516.13		10,516.13	2,962.52
Chatsworth	16,843.53	6,310.24	23,153.77				517.01		10,443.65		10,960.66	12,193.11
Chebanse	4,318.01	4,167.37	8,485.38				422.96		5,878.32		6,301.28	2,184.10
Chenoa	4,127.98	8,188.09	12,316.07	150.29	1,035.17		1,232.47		7,307.47		9,725.40	2,590.67
Cherry	6,211.34	2,932.36	9,143.70	6,391.00							6,391.00	2,752.70
Cherry Valley	17,666.23	4,178.63	21,844.86	10,841.05						216.82	11,057.87	10,786.99
Chester	40,064.47	30,389.52	70,453.99	2,752.16			495.11				3,247.27	67,206.72
Chesterfield	1,517.82	1,533.84	3,051.66									3,051.66
Chicago	5,551,325.52	20,419,230.41	25,970,555.93	2,881,870.47	2,597,389.10	399,092.88	721,902.24	124,411.96	7,446,012.78		14,170,679.43	11,799,876.50
Chicago Heights	2,712.29	163,208.92	165,921.21	46,119.66			16,486.76	15,912.50			78,518.92	87,402.29
Chicago Ridge	74,211.02	26,391.32	100,602.34					23,812.50			23,812.50	76,789.84
Chillicothe	14,718.82	16,308.49	31,027.31	11,736.70			300.00		9,193.00		21,229.70	9,797.61
Chrisman	3,480.18	6,039.54	9,519.72					1,829.21	5,775.00		7,604.21	1,915.51
Christopher	13,522.62	19,990.86	33,513.48				952.72		18,854.64	200.07	20,007.43	13,506.05
Cicero	201,162.24	380,892.28	582,054.52	410,883.11	4,031.88		81,342.53	83,188.62	2,608.38		582,054.52	
Cisco	604.39	1,883.48	2,487.87				10.20		1,760.33		1,770.53	717.34
Cisne	660.97	3,541.41	4,202.38						2,969.55	59.40	3,028.95	1,173.43
Cissna Park	7,039.68	3,721.85	10,761.53				462.50		9,342.61	98.05	9,903.16	858.37
Claremont	572.74	1,404.16	1,976.90						873.60	17.83	891.43	1,085.47
Clarendon Hills	31,025.66	26,052.98	57,078.64	920.81			676.40	17,556.56	12,463.70		31,617.47	25,461.17
Clay City	12,756.08	6,220.01	18,976.09					4,592.50	6,794.53		11,387.03	7,589.06
Clayton	2,726.72	4,883.53	7,610.25						2,602.64		2,602.64	5,007.61

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Clear Lake	875.30	1,359.05	2,234.35						1,282.41		1,282.41	951.94
Cleveland	1,255.00	1,150.39	2,405.39					640.00			640.00	1,765.39
Clifton	3,242.25	4,139.16	7,381.41	[1]—113.23			279.73		5,447.12		5,613.62	1,767.79
Clinton	61,589.41	38,741.12	100,330.53	56,934.15			9.50		3,640.79		60,584.44	39,746.09
Coal City		15,789.70	15,789.70	12,597.32			108.31	3,084.07			15,789.70	
Coalton	2,170.69	2,266.95	4,437.64						2,170.40		2,170.40	2,267.24
Coal Valley	5,749.20	2,047.02	7,796.22									7,796.22
Coatsburg	70.93	1,093.99	1,164.92						1,000.00	20.00	1,020.00	144.92
Cobden	11,647.70	6,225.63	17,873.33				100.00		490.58		590.58	17,282.75
Coffeen	861.27	3,535.76	4,397.03						3,917.14		3,917.14	479.89
Colchester	11,784.18	8,746.35	20,530.53						11,857.09		11,857.09	8,673.44
Coleta	2,490.69	1,037.61	3,528.30									3,528.30
Colfax		4,618.49	4,618.49	494.70			761.75		2,619.20		3,875.65	742.84
Collinsville	118,885.97	72,756.61	191,642.58	27,176.22			7,575.53		30,567.19	[3]1,646.34	66,965.28	124,677.30
Colona	9,133.47	1,798.89	10,932.36									10,932.36
Colp	1,802.00	1,426.70	3,228.70				130.00		2,709.00	56.78	2,895.78	332.92
Columbia	9,587.07	12,287.75	21,874.82			1,650.00	[1]—32.00		32.00		1,650.00	20,224.82
Columbus	587.63	468.05	1,055.68									1,055.68
Compton	1,903.43	1,810.17	3,713.60									3,713.60
Concord	4,706.61	1,567.69	6,274.30						1,138.29	22.77	1,161.06	5,113.24
Cooksville	5,124.66	1,443.62	6,568.28									6,568.28
Cordova	1,690.97	2,678.62	4,369.59				81.91		1,340.34		1,422.25	2,947.34
Cornell	3,363.16	2,582.74	5,945.90				80.00		1,522.99		1,602.99	4,342.91
Cortland	7,353.58	2,244.41	9,597.99									9,597.99
Coulterville	13,784.10	6,541.45	20,325.55						5,495.09		5,495.09	14,830.46
County Club Hills	1,912.46	11,763.31	13,675.77				276.20		5,524.10		5,800.30	7,875.47
Cowden	443.98	3,490.65	3,934.63				20.00		3,221.61	132.31	3,373.92	560.71
Crainville	256.77	2,441.77	2,698.54						2,049.29	40.99	2,090.28	608.26
Creal Springs	3,021.15	4,872.24	7,893.39				300.00		5,339.66		5,639.66	2,253.73
Crescent City	1,815.69	1,827.07	3,642.76									3,642.76
Creston	8,070.45	2,041.39	10,111.84	[1]—8.67			231.73		3,317.00		3,540.06	6,571.78
Crestwood	12,962.39	4,167.36	17,129.75						90.00		90.00	17,039.75
Crete		17,024.66	17,024.66	2,848.05			2,641.78		6.96		5,496.79	11,527.87
Crevecoeur	82,360.93	31,009.80	113,370.73				1,185.21	16,272.74	35,189.85		52,647.80	60,722.93
Crossville	10,773.20	4,883.54	15,656.74				121.26		1,775.98		1,897.24	13,759.50
Crystal Lake	11,309.41	42,993.05	54,302.46	7,519.63			1,815.40		35,257.19		44,592.22	9,710.24
Cuba	2,158.66	8,357.27	10,515.93				170.40		3,245.09		3,415.49	7,100.44
Cullom	1,958.04	2,774.47	4,732.51									4,732.51
Cutler	7,524.53	2,932.37	10,456.90									10,456.90
Cypress	4,981.79	2,013.20	6,994.99						1,670.16		1,670.16	5,324.83

Dahlgren	1,751.56	3,434.23	5,185.79						3,319.45		3,319.45	1,866.34
Dakota	4,940.33	1,793.26	6,733.59									6,733.59
Dallas City	2,654.16	7,189.96	9,844.12						6,779.59		6,779.59	3,064.53
Dalton City	490.31	2,165.43	2,655.74						2,300.00		2,300.00	355.74
Dalzell		3,062.05	3,062.05	829.78			77.06				906.84	2,155.21
Dana	1,569.85	1,387.23	2,957.08	1,000.00			22.66		453.14		1,475.80	1,481.28
Danforth	3,505.45	2,171.08	5,676.53	2,000.00			165.20		2,791.27		4,956.47	720.06
Danvers	9,433.32	4,297.05	13,730.37									13,730.37
Danville	407,684.20	232,497.45	640,181.65	128,407.44		202.25	12,634.03	42,500.00	32,920.42		216,664.14	423,517.51
Davis	3,477.30	1,962.42	5,439.72									5,439.72
Dawson	2,615.01	2,109.06	4,724.07						381.41	7.63	389.04	4,335.03
Decatur	96,783.34	434,475.71	531,259.05	30,605.21		35,350.00	32,153.16	76,531.25	44,969.60		219,609.22	311,649.83
Deer Creek	3,843.44	2,825.23	6,668.67						3,925.43	80.04	4,005.47	2,663.20
Deer Park	851.85	1,280.11	2,131.96									2,131.96
Deerfield	118,612.72	42,908.47	161,521.19						13,242.20		13,242.20	148,278.99
DeKalb	45,237.25	84,390.22	129,627.47	26,668.36			6,101.22		21,161.67		53,931.25	75,696.22
DeLand	3,405.52	2,345.89	5,751.41						492.76		492.76	5,258.65
Delavan	2,461.48	7,037.70	9,499.18					7,227.81	1,824.42		9,052.23	446.95
DePue	10,245.50	12,197.53	22,443.03	16,963.10			1,344.17		806.41	191.13	19,304.81	3,138.22
DeSoto	5,220.06	3,642.90	8,862.96						2,511.20		2,511.20	6,351.76
DesPlaines	210,982.54	173,190.27	384,172.81	65,429.87			5,704.99	57,864.29	15,459.07		144,458.22	239,714.59
Detroit	296.46	710.54	1,007.00						330.00		330.00	677.00
DeWitt	425.35	1,218.04	1,643.39						1,339.97		1,339.97	303.42
Diamond	2,045.27	603.39	2,648.66									2,648.66
Dieterich	418.95	2,819.57	3,238.52						2,600.00	52.00	2,652.00	586.52
Divernon	658.04	5,712.47	6,370.51	1,339.51			365.80		4,665.20		6,370.51	
Dixmoor	40,143.76	15,851.72	55,995.48	8,560.76			165.00	20,705.00			29,430.76	26,564.72
Dixon	134,157.91	106,304.03	240,461.94	75,509.43			7,346.81	6,579.30	16,154.79		105,590.33	134,871.61
Dolton	74,761.69	78,195.57	152,957.26	105,100.57			1,855.50		3,897.10		110,853.17	42,104.09
Dongola	12,811.09	3,969.99	16,781.08				75.00		641.74		716.74	16,064.34
Donnellson	1,074.63	1,894.76	2,969.39						2,497.40		2,497.40	471.99
Donovan	3,923.04	1,844.03	5,767.07									5,767.07
Dorchester	31.87	913.54	945.41						945.41		945.41	
Dover	1,492.77	1,077.10	2,569.87									2,569.87
Dowell	11,461.55	3,473.72	14,935.27						3,605.52	[1]—22.64	3,582.88	11,352.39
Downers Grove	34,213.54	110,984.55	145,198.09					66,625.00	23,520.00		90,145.00	55,053.09
Downs		2,357.17	2,357.17						727.08		727.08	1,630.09
DuBois	5,885.46	1,590.24	7,475.70				75.00		4,505.10	93.47	4,673.57	2,802.13
Dunfermline	1,738.92	1,646.64	3,385.56						2,025.44		2,025.44	1,360.12
Dunlap	2,017.38	3,248.17	5,265.55									5,265.55
Dupo	10,748.46	12,626.11	23,374.57				776.00		1,669.55	49.59	2,495.14	20,879.43
DuQuoin	12,352.27	40,303.16	52,655.43	1,198.90			2,023.44	11,288.40	13,587.19		28,097.93	24,557.50
Durand	10,465.52	3,829.00	14,294.52	476.32			1,488.80				1,965.12	12,329.40
Dwight	5,546.50	16,032.18	21,578.68									21,578.68
Eagarville	1,198.71	1,054.53	2,253.24						380.00	7.75	387.75	1,865.49
Earlville	21,820.22	6,862.87	28,683.09									28,683.09
East Alton	40,049.41	41,109.58	81,158.99	6,925.05			2,298.04		31,941.91	823.30	41,988.30	39,170.69
East Brooklyn	656.73	366.56	1,023.29									1,023.29
East Carondelet	13,634.20	2,261.32	15,895.52				58.50		530.80		589.30	15,306.22
East Chicago Heights	36,738.22	8,729.43	45,467.65									45,467.65

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
East Dubuque	15,113.36	9,569.69	24,683.05									24,683.05
East Dundee	17,945.66	10,736.98	28,682.64	[1]—618.04			132.54		3,001.90		2,516.40	26,166.24
East Galesburg	3,265.93	3,671.11	6,937.04						2,000.00		2,000.00	4,937.04
East Gillespie	37.60	1,263.18	1,300.78						530.25		530.25	770.53
East Hazelcrest	16,056.82	6,011.36	22,068.18									22,068.18
East Moline	58,004.55	83,961.63	141,966.18	3,037.04			259.36	22,650.00			25,946.40	116,019.78
Easton	6,494.88	2,092.14	8,587.02						434.62		434.62	8,152.40
East Peoria	83,438.74	68,656.93	152,095.67	78,111.20			2,854.26	12,138.40	16,003.60		109,107.46	42,988.21
East St. Louis	183,491.71	464,075.71	647,567.42	352,562.88			6,722.86		133,891.59		493,177.33	154,390.09
Eddyville	3,475.04	597.75	4,072.79									4,072.79
Edgewood	324.25	2,904.17	3,228.42						2,772.96		2,772.96	455.46
Edinburg	15,193.56	5,193.70	20,387.26						8,116.54		8,116.54	12,270.72
Edwardsville	209,796.00	51,265.70	261,061.70	14,207.56		63,665.00					77,872.56	183,189.14
Effingham	10,979.65	43,072.01	54,051.66	19,154.29			3,137.14		20,459.52		42,750.95	11,300.71
Eileen	422.96	1,872.20	2,295.16				64.88		1,247.96		1,312.84	982.32
Elburn	30,668.30	4,466.21	35,134.51				800.20		13,344.03		14,144.23	20,990.28
El Dara	672.90	772.58	1,445.48									1,445.48
Eldorado	29,674.84	25,376.27	55,051.11	19,670.50			2,399.36		12,064.30		34,134.16	20,916.95
Eldred	2,800.80	1,680.46	4,481.26						2,696.98		2,696.98	1,784.28
Elgin	101,869.80	268,227.26	370,097.06	119,538.24			13,778.23		178,846.69		312,163.16	57,933.90
Elizabeth	4,649.93	4,077.11	8,727.04									8,727.04
Elizabethtown	14,128.84	3,287.64	17,416.48						1,239.83		1,239.83	16,176.65
Elk Grove Village		15,774.55	15,774.55									15,774.55
Elkhart	2,723.60	2,368.47	5,092.07						2,322.26		2,322.26	2,769.81
Elkville	14,073.67	5,266.99	19,340.66						238.72		238.72	19,101.94
Elliott	6,593.33	1,900.41	8,493.74									8,493.74
Ellis Grove	5,941.38	1,454.90	7,396.28						759.64	15.50	775.14	6,621.14
Ellisville	7.46	885.35	892.81						737.68	14.76	752.44	140.37
Ellsworth	2,036.57	1,122.18	3,158.75									3,158.75
Elmhurst	113,683.54	195,419.89	309,103.43	95,752.96			14,532.55	55,594.38	72,554.73		238,434.62	70,668.81
Elmwood	6,651.92	9,095.99	15,747.91				542.20		10,843.96		11,386.16	4,361.75
Elmwood Park	45,897.98	121,546.74	167,444.72					38,575.00	15,194.20		53,769.20	113,675.52
El Paso	10,113.30	10,252.01	20,365.31	18,679.07			855.32				19,534.39	830.92
Elsah	3,594.03	2,932.37	6,526.40				39.64		713.02		752.66	5,773.74
Elvaston	902.37	1,342.15	2,244.52						1,225.72		1,225.72	1,018.80
Elwood	5,831.98	2,368.47	8,200.45						2,375.37		2,375.37	5,825.08
Emden	777.52	2,289.51	3,067.03									3,067.03
Emmington	226.49	845.87	1,072.36				40.46		809.30		849.76	222.60

Energy	1,430.47	2,836.52	4,266.99				125.00		2,537.95		2,662.95	1,604.04
Enfield	6,543.49	5,109.10	11,652.59						8,898.90	179.78	9,078.68	2,573.91
Equality	6,048.28	4,680.51	10,728.79						4,896.00		4,896.00	5,832.79
Erie	6,641.35	6,654.22	13,295.57				10.17		169.51		179.68	13,115.89
Essex	3,939.99	1,601.51	5,541.50				214.50		3,379.77		3,594.27	1,947.23
Eureka	4,008.58	13,347.93	17,356.51	1,425.40							1,425.40	15,931.11
Evanston	663,873.63	422,706.75	1,086,580.38	207,513.94			19,576.48		61,240.78		288,331.20	798,249.18
Evansville	28,365.28	4,629.77	32,995.05				148.00		2,969.00		3,117.00	29,878.05
Evergreen Park	22,115.94	126,176.49	148,292.43	124,462.69	[1]—136.20		10,336.20				134,662.69	13,629.74
Ewing	1,440.46	1,860.93	3,301.39						1,778.56		1,778.56	1,522.83
Exeter	1,055.04	603.40	1,658.44						924.15	46.21	970.36	688.08
Fairbury	48,340.20	13,720.10	62,060.30	28,498.73							28,498.73	33,561.57
Fairfield	57,948.35	35,430.91	93,379.26					35,721.60			35,721.60	57,657.66
Fairmont City	11,111.78	12,879.85	23,991.63	227.96			431.10		8,026.13		8,685.19	15,306.44
Fairmount	5,130.49	3,485.00	8,615.49						2,384.52		2,384.52	6,230.97
Fairview	4,247.98	3,203.05	7,451.03						4,133.19	41.33	4,174.52	3,276.51
Farina	523.41	4,438.02	4,961.43						4,170.32		4,170.32	791.11
Farmer City	5,333.43	9,879.82	15,213.25						11,974.28		11,974.28	3,238.97
Farmersville		2,735.01	2,735.01						1,547.09		1,547.09	1,187.92
Farmington	11,151.09	14,949.45	26,100.54				323.00	10,000.00	4,677.00		15,000.00	11,100.54
Fayetteville	456.54	1,381.59	1,838.13						1,469.50		1,469.50	368.63
Ferris	104.65	1,274.45	1,379.10						1,128.79		1,128.79	250.31
Fidelity	1,603.44	885.35	2,488.79				70.50		1,681.40		1,751.90	736.89
Fieldon	1,962.09	1,409.79	3,371.88						2,605.61		2,605.61	766.27
Fillmore	1,757.85	2,165.44	3,923.29						1,036.34	20.73	1,057.07	2,866.22
Findlay	2,861.73	3,834.65	6,696.38				19.40		4,859.94		4,879.34	1,817.04
Fisher	2,085.45	5,904.19	7,989.64				73.00		6,203.68	62.77	6,339.45	1,650.19
Fithian	3,920.42	2,334.62	6,255.04				11.30		4,509.77		4,521.07	1,733.97
Flanagan	4,334.96	3,789.52	8,124.48					5,430.00			5,430.00	2,694.48
Flat Rock	3,572.40	3,146.65	6,719.05				266.71		5,882.08		6,148.79	570.26
Flora	4,839.44	29,633.86	34,473.30				732.89	13,987.50	18,616.98		33,337.37	1,135.93
Florence	891.25	603.39	1,494.64						1,143.10		1,143.10	351.54
Flossmoor	13,773.00	21,930.75	35,703.75	173.95							173.95	35,529.80
Forest City	7,006.47	1,567.70	8,574.17						934.12		934.12	7,640.05
Forest Park	53,664.94	84,412.79	138,077.73	56,891.02			2,797.20		18,689.75		78,377.97	59,699.76
Forest View	4,034.04	5,673.01	9,707.05									9,707.05
Forrest	4,361.91	5,864.71	10,226.62				458.90		8,952.06		9,410.96	815.66
Forreston	11,155.93	5,909.84	17,065.77				299.88		4,997.93		5,297.81	11,767.96
Forsyth	1,371.71	2,312.08	3,683.79				40.50		3,329.50		3,370.00	313.79
Fox Lake	53,783.62	21,975.86	75,759.48				698.06		12,666.54		13,364.60	62,394.88
Fox River Grove	20,962.08	10,014.30	30,976.38	169.60			1,271.47		12,669.28		14,110.35	16,866.03
Frankfort	13,263.40	3,862.84	17,126.24									17,126.24
Franklin	2,875.49	2,469.96	5,345.45						2,132.73	42.65	2,175.38	3,170.07
Franklin Grove	7,303.52	4,178.63	11,482.15					680.00			680.00	10,802.15
Franklin Park		91,219.24	91,219.24					22,854.93			22,854.93	68,364.31
Freeburg	17,438.06	9,366.68	26,804.74	97.08			1,692.38		4,613.80		6,403.26	20,401.48
Freemanspur	6,526.84	2,543.25	9,070.09						4,641.70		4,641.70	4,428.39
Freeport	97,274.70	144,368.44	241,643.14	61,976.54			2,309.13		59,172.43		123,458.10	118,185.04
Fulton	34,775.42	17,797.23	52,572.65				487.88		6,131.39		6,619.27	45,953.38
Fults	643.07	676.69	1,319.76									1,319.76
Galatia	7,606.60	5,261.36	12,867.96				157.79		3,153.31		3,311.10	9,556.86

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers' Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Galena	4,612.24	26,210.89	30,823.13						20,081.85		20,081.85	10,741.28
Galesburg	67,957.34	177,210.98	245,168.32	110,712.35			25,264.05		10,000.00		145,976.40	99,191.92
Galva	8,296.55	16,274.65	24,571.20	[1]—2,361.40			2,708.87	20,655.40	2,249.29		23,252.16	1,319.04
Gardner	6,288.80	5,532.04	11,820.84	8,043.68			804.37				8,848.05	2,972.79
Garrett	1,117.94	1,201.14	2,319.08						2,070.76		2,070.76	248.32
Gays	1,251.00	1,471.84	2,722.84									2,722.84
Geneseo	11,013.32	26,115.01	37,128.33	37,359.03			[1]—0.70		[1]—230.00		37,128.33	
Geneva	37,153.75	36,192.23	73,345.98	37,156.07			4,676.73				41,832.80	31,513.18
Genoa	3,127.85	11,351.66	14,479.51	2,901.68			477.58		4,578.78		7,958.04	6,521.47
Georgetown	5,962.17	18,575.43	24,537.60	17,252.71			1,000.00		5,053.93	53.12	23,359.76	1,177.84
Germantown	9,947.91	4,804.58	14,752.49						6,476.27		6,476.27	8,276.22
German Valley	1,118.38	1,161.64	2,280.02									2,280.02
Gibson	24,018.74	18,896.90	42,915.64				834.57	4,152.50	15,507.88		20,494.95	22,420.69
Gifford	574.54	2,915.47	3,490.01						2,900.00		2,900.00	590.01
Gilberts	4,711.11	1,031.97	5,743.08									5,743.08
Gillespie	41,820.06	23,148.80	64,968.86	6,093.10			609.31		13,853.24		20,555.65	44,413.21
Gilman	10,532.57	9,033.96	19,566.53									19,566.53
Girard	10,162.34	9,812.17	19,974.51						11,970.00		11,970.00	8,004.51
Gladstone	4,935.02	1,917.32	6,852.34				186.31		3,726.10		3,912.41	2,939.93
Glasford	2,165.10	5,199.32	7,364.42				[1]—162.50	2,690.00	1,149.24		3,676.74	3,687.68
Glasgow	1,285.65	890.98	2,176.63									2,176.63
Glen Carbon	957.16	6,631.67	7,588.83	800.00		200.00	162.83		4,516.05		5,678.88	1,909.95
Glencoe	71,753.07	55,292.10	127,045.17	34,356.06			1,731.54		9,641.77		45,729.37	81,315.80
Glen Ellyn	35,906.45	81,046.19	116,952.64	52,605.97			16.69	15,000.00	49,329.98		116,952.64	
Glenview		75,959.66	75,959.66	26,856.33			4,161.86				31,018.19	44,941.47
Glenwood	5,412.23	4,297.05	9,709.28	179.49			1,032.60		3,230.97		4,443.06	5,266.22
Godley	1,960.88	575.19	2,536.07									2,536.07
Golconda	5,155.36	6,011.36	11,166.72				99.56		2,045.51		2,145.07	9,021.65
Golden	3,986.30	2,887.25	6,873.55						6,000.00		6,000.00	873.55
Golden Gate	2,060.82	1,122.19	3,183.01						1,977.69		1,977.69	1,205.32
Golf	1,646.29	2,413.56	4,059.85									4,059.85
Goodfield	2,461.49	1,584.60	4,046.09				118.48		2,369.62		2,488.10	1,557.99
Good Hope		2,210.57	2,210.57						932.07		932.07	1,278.50
Goreville	5,327.06	3,276.37	8,603.43						3,340.83		3,340.83	5,262.60
Gorham	4,680.45	2,520.72	7,201.17						1,351.46	27.58	1,379.04	5,822.13
Grafton	11,771.80	6,298.94	18,070.74				27.85		590.69		618.54	17,452.20
Grand Ridge	5,326.75	2,988.78	8,315.53				392.17		5,140.15		5,532.32	2,783.21
Grand Tower	17,964.19	5,430.53	23,394.72				167.00		3,340.30		3,507.30	19,887.42

Grandview	28,769.37	10,838.49	39,607.86	5,760.95					18,400.00		24,160.95	15,446.91
Granite City	234,515.57	192,797.67	427,313.24	48,131.90			8,466.50	10,186.27	51,708.18		118,492.85	308,820.39
Grantfork	1,339.78	913.55	2,253.33						1,550.00		1,550.00	703.33
Grant Park	3,913.48	3,180.51	7,093.99	4,055.80			151.65		2,886.54		7,093.99	
Granville	10,530.83	5,859.09	16,389.92	6,945.55			312.70	3,487.50	2,077.47		12,823.22	3,566.70
Grays Lake	30,905.56	15,248.31	46,153.87				221.33		3,342.78		3,564.11	42,589.76
Grayville	33,010.55	13,878.00	46,888.55				299.08		5,956.23		6,255.31	40,633.24
Greenfield	13,650.01	5,565.84	19,215.85				650.00		13,478.68		14,128.68	5,087.17
Green Rock	4,386.32	10,562.16	14,948.48	7,394.59			2,769.13	4,784.76			14,948.48	
Greenup	1,858.10	7,669.28	9,527.38				221.89		6,739.50		6,961.39	2,565.99
Green Valley	7,772.62	2,836.51	10,609.13									10,609.13
Greenview	3,696.09	4,483.14	8,179.23					2,844.59	3,500.00		6,344.59	1,834.64
Greenville	42,591.10	23,904.45	66,495.55				497.40	10,770.00	9,110.57		20,377.97	46,117.58
Gridley	457.91	4,607.21	5,065.12				185.84		3,716.75		3,902.59	1,162.53
Griggsville	8,321.02	6,761.37	15,082.39					1,774.16	6,021.49	60.21	7,855.86	7,226.53
Gulf Port	4,553.99	1,308.30	5,862.29				150.00		2,500.00		2,650.00	3,212.29
Gurnee	28,145.06	8,977.56	37,122.62				70.00		707.08		777.08	36,345.54
Hainesville	2,162.64	868.44	3,031.08						1,498.40		1,498.40	1,532.68
Hamburg	1,305.68	1,268.84	2,574.52									2,574.52
Hamel	6,269.99	1,866.57	8,136.56									8,136.56
Hamilton	2,072.86	11,627.98	13,700.84						10,044.26		10,044.26	3,656.58
Hamletsburg	4,138.44	738.74	4,877.18									4,877.18
Hammond	360.25	2,283.85	2,644.10						2,382.99		2,382.99	261.11
Hampshire		5,469.95	5,469.95	3,743.80			1,056.99				4,800.79	669.16
Hampton	11,704.24	3,981.24	15,685.48				265.34		5,229.12		5,494.46	10,191.02
Hanaford	1,282.31	1,578.97	2,861.28						2,147.80	64.43	2,212.23	649.05
Hanna City	3,820.62	3,783.88	7,604.50				150.00		2,762.59		2,912.59	4,691.91
Hanover	17,967.71	9,265.16	27,232.87						1,133.50		1,133.50	26,099.37
Hanover Park		325.78	325.78									325.78
Hardin	3,571.48	5,673.01	9,244.49				[1]—4.50		5,186.58		5,182.08	4,062.41
Harmon	1,544.16	1,172.96	2,717.12					1,468.75			1,468.75	1,248.37
Harrisburg	10,527.77	62,025.25	72,553.02	3,878.45			451.32		7,687.10		12,016.87	60,536.15
Hartford	12,543.31	10,765.19	23,308.50				178.47	3,624.00	8,208.08		12,010.55	11,297.95
Hartsburg	277.43	1,381.58	1,659.01									1,659.01
Harvard	22,209.07	22,020.97	44,230.04	922.47			1,239.58		14,126.96		16,289.01	27,941.03
Harvel	965.35	1,697.40	2,662.75						1,595.21		1,595.21	1,067.54
Harvester	1,819.03	1,742.51	3,561.54									3,561.54
Harvey		133,727.35	133,727.35	120,851.16			13,551.19		[1]—675.00		133,727.35	
Harwood Heights	25,419.44	27,519.17	52,938.61					1,106.25			1,106.25	51,832.36
Havana	104,399.25	24,693.95	129,093.20	27,838.03			7,368.75		6,842.06		42,048.84	87,044.36
Hawthorn Woods	261.20	795.13	1,056.33									1,056.33
Hazel Crest	13,169.40	29,375.80	42,545.20	13,420.60			9,198.99				22,619.59	19,925.61
Hebron	8,939.93	3,924.87	12,864.80				267.60		4,072.25		4,339.85	8,524.95
Hecker	2,016.14	1,150.39	3,166.53						1,786.94		1,786.94	1,379.59
Henderson	1,386.89	936.09	2,322.98						1,600.00		1,600.00	722.98
Hennepin	6,490.00	1,759.42	8,249.42									8,249.42
Henning	301.72	1,595.87	1,897.59				8.70		1,511.32		1,520.02	377.57
Henry	3,398.12	12,868.59	16,266.71	[1]—74.98	988.10		719.90		3,546.60		5,179.62	11,087.09
Herrick	465.35	3,124.11	3,589.46				42.50		2,957.50		3,000.00	589.46
Herrin	16,410.89	52,619.12	69,030.01	1,498.20			1,587.74	14,461.49	24,553.60		42,101.03	26,928.98
Herscher	408.90	2,904.17	3,313.07	3,313.07							3,313.07	
Hettick	2,142.80	1,511.29	3,654.09						2,862.03		2,862.03	792.06

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Heyworth	8,071.32	6,045.20	14,116.52		941.05	125.00	282.60	5,359.98	735.25		7,443.88	6,672.64
Hickory Hills	13,844.10	7,111.03	20,955.13									20,955.13
Hidalgo	337.57	941.75	1,279.32									1,279.32
Highland	92,225.26	24,152.57	116,377.83	2,614.38			1,034.90		5,198.72	[3]60.00	8,908.00	107,469.83
Highland Park	551,940.86	115,490.25	667,431.11	25,479.01		124,489.50	4,936.01	1,041.64	1,518.09		157,464.25	509,966.86
Highwood	31,486.12	23,239.00	54,725.12	25,639.11			2,135.20				27,774.31	26,950.81
Hillcrest	236.20	958.67	1,194.87									1,194.87
Hillsboro	18,286.07	23,351.83	41,637.90	1,951.15	[1]—322.97		915.60		11,382.16		13,925.94	27,711.96
Hillsdale	1,307.98	2,402.30	3,710.28	121.59							121.59	3,588.69
Hillside	41,622.71	37,043.72	78,666.43	53,894.18				20,972.50			74,866.68	3,799.75
Hillview	776.19	2,362.83	3,139.02				50.00		1,707.40		1,757.40	1,381.62
Hinckley	12,136.11	4,364.74	16,500.85	5,366.67			429.33				5,796.00	10,704.85
Hindsboro	289.38	2,125.98	2,415.36						2,200.00		2,200.00	215.36
Hinsdale	82,775.23	63,857.99	146,633.22	[1]—3,035.84			[1]—2,941.69		19,491.57		13,514.04	133,119.18
Hodgkins	24,591.83	5,768.88	30,360.71									30,360.71
Hoffman	3,424.52	907.90	4,332.42	500.00							500.00	3,832.42
Hollowayville	1,013.75	501.88	1,515.63				67.24		672.40		739.64	775.99
Homer	284.17	5,808.36	6,092.53					3,900.00	2,000.00	19.99	5,919.99	172.54
Hometown	62,402.00	43,117.12	105,519.12				1,202.08		6,800.00		8,002.08	97,517.04
Homewood	158,165.29	73,455.86	231,621.15	3,612.95			2,642.46		18,951.16		25,206.57	206,414.58
Hoopeston	5,069.54	36,411.29	41,480.83	5,212.90			500.00		8,600.00		14,312.90	27,167.93
Hooppole	422.27	1,099.62	1,521.89									1,521.89
Hopedale	1,256.83	3,236.88	4,493.71					3,789.12			3,789.12	704.59
Hoyleton	4,889.96	2,605.30	7,495.26				173.68		3,200.40		3,374.08	4,121.18
Hudson		1,911.66	1,911.66	1,453.80	81.00		221.92				1,756.72	154.94
Huey	624.06	986.86	1,610.92						627.59	9.41	637.00	973.92
Hull	3,557.65	2,757.58	6,315.23						1,106.92	22.14	1,129.06	5,186.17
Humboldt	1,925.43	1,956.79	3,882.22				16.20		3,583.80	71.98	3,671.98	210.24
Hume	664.78	2,526.35	3,191.13						2,645.92		2,645.92	545.21
Humphrey	1,555.52	3,344.02	4,899.54						3,455.85	70.53	3,526.38	1,373.16
Huntley	12,256.66	4,680.51	16,937.17	9,590.92			1,409.08				11,000.00	5,937.17
Hurst	2,358.68	4,838.41	7,197.09				288.74		5,681.78		5,970.52	1,226.57
Hutsonville	8,277.78	3,648.54	11,926.32	9,412.66			670.14	1,067.04	776.48		11,926.32	
Illiopolis	5,889.69	4,906.73	10,796.42						9,838.95	98.39	9,937.34	859.08
Ina	2,053.90	2,436.14	4,490.04						2,971.74	59.43	3,031.17	1,458.87
Indian Creek		1,179.37	1,179.37									1,179.37
Indianola	4,278.11	2,210.57	6,488.68						2,909.62		2,909.62	3,579.06
Industry	3,022.32	2,797.04	5,819.36						732.14		732.14	5,087.22

Iola	762.75	1,201.14	1,963.89						1,158.40		1,158.40	805.49
Ipava	9,853.41	3,761.31	13,614.72						7,768.20		7,768.20	5,846.52
Iroquois	1,368.47	1,308.29	2,676.76									2,676.76
Irving	2,625.70	3,039.50	5,665.20						3,338.72	50.84	3,389.56	2,275.64
Irvington	1,345.28	2,137.23	3,482.51				75.00		2,636.13	54.23	2,765.36	717.15
Irwin	410.07	479.33	889.40									889.40
Island Lake	4,471.58	6,986.92	11,458.50	1,983.05			703.65				2,686.70	8,771.80
Itasca	16,653.23	17,769.03	34,422.26	8,541.39							8,541.39	25,880.87
Iuka	174.64	2,537.60	2,712.24						2,400.00		2,400.00	312.24
Ivesdale	1,875.90	2,295.13	4,171.03						3,727.93		3,727.93	443.10
Jacksonville	187,005.71	121,484.70	308,490.41			11,823.25	500.00	77,713.68	16,921.86		106,958.79	201,531.62
Jeffersonville	841.76	1,838.37	2,680.13						1,710.01		1,710.01	970.12
Jeisyville	502.50	1,122.17	1,624.67						540.95		540.95	1,083.72
Jerome	23,536.12	7,381.66	30,917.78						3,200.00		3,200.00	27,717.78
Jerseyville	32,245.13	38,994.88	71,240.01	[1]—1,845.95			900.20		12,650.59		11,704.84	59,535.17
Jewett	1,510.32	1,426.71	2,937.03				76.80		2,802.65	57.58	2,937.03	
Johnsonville	94.02	592.10	686.12						478.45		478.45	207.67
Johnston City	7,034.48	25,257.86	32,292.34				672.16	10,975.00	13,326.98		24,974.14	7,318.20
Joliet	397,304.66	341,333.49	738,638.15	66,454.74		2,812.30	36,148.10	10,514.25	143,264.57		259,193.96	479,444.19
Jonesboro	36,762.25	9,062.15	45,824.40	32,770.00			125.00		2,737.81		35,632.81	10,191.59
Joppa	2,129.36	2,892.92	5,022.28	408.16			269.70		1,026.58	34.09	1,738.53	3,283.75
Joy	4,634.45	2,847.79	7,482.24						5,500.00		5,500.00	1,982.24
Junction	3,804.89	1,347.76	5,152.65						2,056.85		2,056.85	3,095.80
Junction City	417.18	1,990.62	2,407.80						2,359.70		2,359.70	48.10
Justice	16,674.28	13,573.50	30,247.78						291.83		291.83	29,955.95
Kampsville	4,968.71	2,464.32	7,433.03				16.50		458.35		474.85	6,958.18
Kane	1,128.80	2,734.99	3,863.79						1,834.51		1,834.51	2,029.28
Kangley	1,394.39	1,669.19	3,063.58	1,609.53					417.44	40.53	2,067.50	996.08
Kankakee	38,188.80	157,378.01	195,566.81	40,925.60			4,447.52		14,729.30		60,102.42	135,464.39
Kansas	2,565.26	4,708.72	7,273.98				24.40		3,541.99		3,566.39	3,707.59
Kappa	2,757.87	704.88	3,462.75				90.00		1,800.00		1,890.00	1,572.75
Karnak	8,514.25	4,466.23	12,980.48				245.00		3,558.88		3,803.88	9,176.60
Kaskaskia	932.36	631.58	1,563.94						936.15		936.15	627.79
Keenes		566.02	566.02						566.02		566.02	
Keensburg	3,257.84	1,703.05	4,960.89						355.00	7.10	362.10	4,598.79
Keithsburg	5,506.50	5,673.01	11,179.51						7,489.57		7,489.57	3,689.94
Kell	1,125.47	1,088.33	2,213.80						1,907.50		1,907.50	306.30
Kempton	1,755.10	1,437.99	3,193.09				128.57		2,296.04		2,424.61	768.48
Kenilworth	10,933.43	15,727.67	26,661.10						6,618.30		6,618.30	20,042.80
Kenney	4,687.40	2,306.42	6,993.82						4,442.79		4,442.79	2,551.03
Kewanee	16,255.97	94,856.52	111,112.49	[1]—1,093.97			1,359.09	13,416.55	25,557.69		39,239.36	71,873.13
Keysport	1,680.25	2,469.96	4,150.21						2,746.65	54.93	2,801.58	1,348.63
Kilbourne	1,384.90	2,109.06	3,493.96						418.68		418.68	3,075.28
Kincaid	22,068.81	10,111.03	32,179.84	26,360.00							26,360.00	5,819.84
Kinderhook	4,488.90	1,686.11	6,175.01						2,845.46	56.91	2,902.37	3,272.64
Kingston	3,256.27	1,844.02	5,100.29	667.50					2,784.78		3,452.28	1,648.01
Kingston Mines	283.10	2,278.23	2,561.33						1,000.00		1,000.00	1,561.33
Kinmundy	563.38	5,142.94	5,706.32						5,500.00		5,500.00	206.32
Kinsman	360.80	828.96	1,189.76					560.00	72.00		632.00	557.76
Kirkland	14,803.74	3,862.84	18,666.58				566.80		9,353.28		9,920.08	8,746.50
Kirkwood	8,526.55	4,212.47	12,739.02									12,739.02

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Knoxville	18,416.40	12,456.95	30,873.35				7,066.19	6,228.49	12,138.59		25,433.27	5,440.08
Lacon	6,718.32	11,391.14	18,109.46	2,138.28	2,648.00		116.26		2,388.39		7,290.93	10,818.53
Ladd	20,615.34	6,902.36	27,517.70	19,121.96			403.99		6,722.97		26,248.92	1,268.78
LaFayette	840.23	1,697.40	2,537.63				102.86		2,032.55		2,135.41	402.22
LaGrange	94,740.76	82,393.95	177,134.71	27,346.56			2,320.68		32,038.13		61,705.37	115,429.34
LaGrange Park	97,883.57	75,514.17	173,397.74									173,397.74
LaHarpe	659.96	7,302.72	7,962.68						7,151.97		7,151.97	810.71
Lake Bluff	29,918.54	14,013.35	43,931.89									43,931.89
Lake Forest	102,695.43	50,543.92	153,239.35	39,748.15			200.00		6,683.55		46,631.70	106,607.65
Lake in the Hills	14,652.87	9,908.04	24,560.91				672.84		13,143.34		13,816.18	10,744.73
Lakemoor	6,660.77	3,704.95	10,365.72				136.25		2,340.00		2,476.25	7,889.47
Lake Villa	10,939.62	4,646.66	15,586.28									15,586.28
Lakewood	11,389.22	3,744.41	15,133.63									15,133.63
Lake Zurich	26,320.45	15,437.50	41,757.95	681.00			341.00		6,043.67		7,065.67	34,692.28
LaMoille	2,381.09	2,847.79	5,228.88					2,859.32			2,859.32	2,369.56
Lanark	2,436.30	7,663.63	10,099.93	2,944.35			1,169.09				4,113.44	5,986.49
Lansing	8,114.53	88,394.04	96,508.57	59,656.32			6,585.88				66,242.20	30,266.37
LaPrairie	376.91	800.77	1,177.68						1,177.68		1,177.68	
LaRose	1,208.90	1,003.77	2,212.67	1,997.45							1,997.45	215.22
LaSalle		68,138.11	68,138.11	60,990.55			3,813.17		3,334.39		68,138.11	
Latham	5,230.99	2,182.37	7,413.36						7,413.36		7,413.36	
Lawrenceville	17,317.37	35,684.69	53,002.06	3,691.65			271.25	11,556.66	5,842.90		21,362.46	31,639.60
Leaf River		2,503.79	2,503.79				93.61				93.61	2,410.18
Lebanon	12,024.26	13,629.89	25,654.15	4,002.86			4,270.11	2,156.25	3,890.00		14,319.22	11,334.93
Lee	1,365.76	1,415.42	2,781.18	127.88			507.07				634.95	2,146.23
Leland	3,352.77	3,028.23	6,381.00	3,273.25							3,273.25	3,107.75
Leland Grove	25,251.62	7,641.08	32,892.70						6,598.95		6,598.95	26,293.75
Lemont	7,467.17	15,547.18	23,014.35									23,014.35
Lena	192.57	6,919.26	7,111.83				1,928.78	5,183.05			7,111.83	
Lenzburg	1,832.67	2,430.49	4,263.16						2,570.32		2,570.32	1,692.84
Leonore	1,445.53	1,150.39	2,595.92						2,144.00		2,144.00	451.92
Lerna	573.63	1,714.32	2,287.95						620.79	12.42	633.21	1,654.74
LeRoy	3,835.78	10,263.28	14,099.06	2,684.05			355.45		5,757.87		8,797.37	5,301.69
Lewistown	9,097.52	14,831.02	23,928.54				8,093.22		4,351.85		12,445.07	11,483.47
Lexington	18,224.05	6,659.88	24,883.93						7,500.00		7,500.00	17,383.93
Liberty	1,611.16	969.93	2,581.09						1,816.70		1,816.70	764.39
Libertyville	15,204.35	36,998.62	52,202.97	9,327.50			53.52		14,596.23		23,977.25	28,225.72
Lilly Lake	129.71		129.71									129.71

Lima	139.72	868.45	1,008.17									1,008.17
Lincoln	47,879.15	92,313.25	140,192.40	1,954.48		4,090.00	9,832.93	21,949.72	21,249.57		59,076.70	81,115.70
Lincolnshire	1,534.85	1,742.52	3,277.37									3,277.37
Lincolnwood	38,031.31	59,154.90	97,186.21	18,034.27			2,379.23				20,413.50	76,772.71
Lindenhurst	4,831.48	5,453.08	10,284.56				382.45		2,480.30		2,862.75	7,421.81
Lisbon	241.91	1,031.96	1,273.87									1,273.87
Lisle	25,760.44	19,260.19	45,020.63	1,169.70			905.01		5,084.10		7,158.81	37,861.82
Litchfield	55,028.65	40,647.18	95,675.83				969.71	12,141.25	19,416.09		32,527.05	63,148.78
Littleton	254.43	1,212.43	1,466.86						673.07		673.07	793.79
Little York	1,999.62	1,827.07	3,826.69				260.00		3,240.00		3,500.00	326.69
Liverpool	2,181.21	1,404.16	3,585.37						2,661.00		2,661.00	924.37
Livingston	1,388.03	5,633.54	7,021.57						5,601.62		5,601.62	1,419.95
Loami	4,499.50	2,475.58	6,975.08						3,973.61		3,973.61	3,001.47
Lockport	36,336.10	33,350.09	69,686.19	8,440.81					7,816.74		16,257.55	53,428.64
Loda	5,722.23	3,152.31	8,874.54				274.39		5,447.36		5,721.75	3,152.79
Lomax	2,376.37	2,763.23	5,139.60					2,565.00	2,488.68		5,053.68	85.92
Lombard	315,116.43	112,992.93	428,109.36	99,090.30			113.98		[1]—113.98		99,090.30	329,019.06
London Mills	3,273.49	3,276.37	6,549.86						877.50		877.50	5,672.36
Long Grove	3,127.87	2,594.02	5,721.89									5,721.89
Long Point	2,876.33	1,612.80	4,489.13				173.23		3,464.50		3,637.73	851.40
Long View	522.70	1,347.76	1,870.46						305.00		305.00	1,565.46
Loraine	981.74	2,086.50	3,068.24	26.18					2,104.93	42.62	2,173.73	894.51
Lostant	1,230.85	2,436.14	3,666.99				85.00		1,606.43		1,691.43	1,975.56
Louisville	4,543.08	5,469.98	10,013.06						4,459.63		4,459.63	5,553.43
Loves Park	42,451.77	45,496.84	87,948.61				1,374.91				1,374.91	86,573.70
Lovington	8,821.46	6,496.31	15,317.77				100.00		7,640.06	386.52	8,126.58	7,191.19
Ludlow	4,183.58	2,678.61	6,862.19						4,944.88	98.90	5,043.78	1,818.41
Lyndon	12,435.93	3,349.67	15,785.60									15,785.60
Lynnville		569.55	569.55						173.13		173.13	396.42
Lyons	40,678.97	51,096.54	91,775.51					22,073.23			22,073.23	69,702.28
Macedonia	499.76	716.17	1,215.93						691.30		691.30	524.63
Mackinaw	9,149.58	5,701.19	14,850.77				170.00		3,269.63		3,439.63	11,411.14
Macomb	58,631.13	59,730.08	118,361.21	19,886.77			2,048.86	9,402.25	28,689.50		60,027.38	58,333.83
Macon	377.35	5,312.09	5,689.44					1,734.81	2,800.00		4,534.81	1,154.63
Madison	43,751.88	44,904.75	88,656.63	79,366.30			5,666.18				85,032.48	3,624.15
Macystown	528.20	772.58	1,300.78									1,300.78
Magnolia	3,160.19	1,607.17	4,767.36	2,359.72			200.88		1,394.18		3,954.78	812.58
Mahomet	1,313.62	5,735.04	7,048.66						6,118.30		6,118.30	930.36
Makanda	3,924.42	1,206.78	5,131.20									5,131.20
Malden	7,001.87	1,223.71	8,225.58		5,902.42		354.15				6,256.57	1,969.01
Malta		3,783.89	3,783.89	769.00			1,237.69		365.00		2,371.69	1,412.20
Manchester	1,429.29	1,979.34	3,408.63									3,408.63
Manhattan	17,648.17	4,406.39	22,054.56									22,054.56
Manito	25,887.25	4,900.45	30,787.70	29,134.91			90.00		342.05		29,566.96	1,220.74
Manlius	1,263.03	2,075.21	3,338.24									3,338.24
Mansfield	1,037.53	3,750.04	4,787.57						4,100.00		4,100.00	687.57
Manteno	20,645.21	12,315.96	32,961.17	18,857.90			893.95		3,408.69		23,160.54	9,800.63
Maple Park		2,441.77	2,441.77	837.89			950.04				1,787.93	653.84
Mapleton		796.02	796.02									796.02
Maquon	1,393.93	2,035.73	3,429.66						226.00		226.00	3,203.66
Marengo	9,906.56	17,853.64	27,760.20	14,287.04			2,163.29	5,100.00	2,296.71		23,847.04	3,913.16

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Marietta	118.99	1,003.78	1,122.77						871.50		871.50	251.27
Marine	1,297.98	3,704.95	5,002.93				25.00		3,741.43		3,766.43	1,236.50
Marion	12,175.24	58,980.13	71,155.37	25,337.63			2,842.48	18,299.38			46,479.49	24,675.88
Marissa	1,505.06	9,315.90	10,820.96				[1]—257.34		3,591.47		3,334.13	7,486.83
Mark	893.72	2,531.99	3,425.71									3,425.71
Markham	22,415.41	43,341.07	65,756.48	33,194.75			5,043.00		10,204.14		48,441.89	17,314.59
Maroa	6,512.55	6,203.09	12,715.64				179.75		3,914.01		4,093.76	8,621.88
Marquette Heights		11,864.82	11,864.82				200.00		4,474.48		4,674.48	7,190.34
Marseilles		25,455.24	25,455.24	16,766.36			936.40				17,702.76	7,752.48
Marshall	5,064.10	18,203.26	23,267.36	[1]—252.11			[1]—524.53		9,402.56		8,625.92	14,641.44
Martinsville	7,269.11	8,120.41	15,389.52				52.00		6,161.63		6,213.63	9,175.89
Martinton	1,974.21	1,646.64	3,620.85									3,620.85
Maryville	1,453.63	3,039.50	4,493.13						2,766.54	55.33	2,821.87	1,671.26
Mascoutah	2,857.06	18,896.88	21,753.94				384.10	9,448.44	6,969.51		16,802.05	4,951.89
Mason	377.83	1,844.03	2,221.86						1,848.09		1,848.09	373.77
Mason City	31,908.43	11,300.90	43,209.33						2,932.60		2,932.60	40,276.73
Mathersville	3,223.31	3,327.12	6,550.43				10.00		434.60	8.89	453.49	6,096.94
Matteson	3,199.88	14,774.65	17,974.53	12,503.53				3,722.50	40.90		16,266.93	1,707.60
Mattoon	25,910.10	101,386.69	127,296.79	95,438.75			5,518.72		19,993.01		120,950.48	6,346.31
Maunie	1,557.68	2,323.32	3,881.00						1,524.43	60.98	1,585.41	2,295.59
Maywood	18,391.22	154,924.99	173,316.21	87,856.29			19,751.96				107,608.25	65,707.96
Mazon		3,304.57	3,304.57	982.61			440.31				1,422.92	1,881.65
McCook	9,131.88	2,035.74	11,167.62									11,167.62
McCullom Lake	4,796.54	3,862.84	8,659.38									8,659.38
McHenry	14,854.61	15,496.45	30,351.06	20,728.68			1,435.37				22,164.05	8,187.01
McLean		3,761.32	3,761.32				179.02		3,582.30		3,761.32	
McLeansboro	46,308.37	16,962.63	63,271.00				513.75		10,275.08		10,788.83	52,482.17
Mechanicsburg	4,570.07	2,616.56	7,186.63						2,941.32		2,941.32	4,245.31
Media	1,752.71	834.59	2,587.30									2,587.30
Medora		2,436.14	2,436.14						2,266.53		2,266.53	169.61
Melrose Park	242,361.91	117,188.41	359,550.32	54,520.79			7,779.15	24,495.09	48,275.20		135,070.23	224,480.09
Melvin	2,833.51	3,016.94	5,850.45				341.36		5,509.09		5,850.45	
Mendon	2,191.90	3,524.48	5,716.38						204.50		204.50	5,511.88
Mendota		28,923.32	28,923.32	2,822.91			[1]—16.56	17,712.66	[1]—2,484.35		18,034.66	10,888.66
Menominee		744.37	744.37	729.47						14.90	744.37	
Meredosia		5,300.82	5,300.82						5,300.82		5,300.82	
Merrionette Park		13,139.23	13,139.23	1,658.45			100.00	4,393.75	1,156.00		7,308.20	5,831.03
Metamora	10,608.41	9,124.18	19,732.59	989.64			252.44		4,723.57		5,965.65	13,766.94

Metcalf	531.48	1,759.42	2,290.90				6.50		2,043.50		2,050.00	240.90
Metropolis	75,890.27	43,895.33	119,785.60				5,500.00	114,285.60			119,785.60	
Middlebury	84.90	789.48	874.38									874.38
Middletown	7,220.71	2,706.80	9,927.51						6,846.74		6,846.74	3,080.77
Midlothian	30,052.41	24,496.56	54,548.97	457.25			4,703.70	5,677.50	12,364.28		23,202.73	31,346.24
Milan	43,530.61	13,861.09	57,391.70	28,525.31			75.65		92.84		28,693.80	28,697.90
Milford	8,142.63	9,293.37	17,436.00	946.66			586.75	1,733.34	9,815.40		13,082.15	4,353.85
Mill Creek	1,526.21	716.17	2,242.38									2,242.38
Milledgeville	9,756.08	5,887.30	15,643.38					5,641.31			5,641.31	10,002.07
Millington	500.18	1,522.57	2,022.75						1,592.10		1,592.10	430.65
Mill Shoals	674.95	2,351.54	3,026.49						2,470.74		2,470.74	555.75
Millstadt	3,239.24	8,830.96	12,070.20						5,857.07		5,857.07	6,213.13
Milton	1,076.71	1,900.40	2,977.11						692.80		692.80	2,284.31
Mineral	510.15	1,545.13	2,055.28		[1]—56.88		32.17		887.43		862.72	1,192.56
Minier	6,151.32	4,398.54	10,549.86	9,549.86					1,000.00		10,549.86	
Minonk	4,777.83	11,024.60	15,802.43	62.27			1,565.50		5,545.59		7,173.36	8,629.07
Minooka	1,508.78	3,028.23	4,537.01									4,537.01
Modesto	1,942.85	1,308.30	3,251.15						2,859.06		2,859.06	392.09
Mokena	27,256.31	6,107.23	33,363.54						1,832.50		1,832.50	31,531.04
Moline	119,743.55	231,527.50	351,271.05	190,224.13		106,662.60	30,418.87	23,965.45			351,271.05	
Momence	5,570.40	14,909.98	20,480.38	3,513.61			452.25	13,639.97	2,874.55		20,480.38	
Monee	6,944.13	3,124.11	10,068.24				25.00		500.00		525.00	9,543.24
Monmouth	63,512.39	57,480.09	120,992.48	112.98					12,887.02		13,000.00	107,992.48
Monsanto	13,184.05	2,013.17	15,197.22									15,197.22
Montgomery	25,469.55	9,699.36	35,168.91						2,100.00		2,100.00	33,068.91
Monticello	23,018.04	14,729.51	37,747.55					18,147.67			18,147.67	19,599.88
Montrose	412.36	1,742.51	2,154.87						973.85		973.85	1,181.02
Morris		43,483.67	43,483.67	35,769.87			3,244.59	5,115.87	[1]—646.66		43,483.67	
Morrison	12,220.75	22,810.45	35,031.20	[1]—403.76			361.41	17,212.50	6,023.45		23,193.60	11,837.60
Morrisonville	4,026.06	6,665.50	10,691.56						7,561.99		7,561.99	3,129.57
Morton	7,949.22	20,825.47	28,774.69	12,386.38							12,386.38	16,388.31
Morton Grove	169,505.31	93,852.76	263,358.07	50,755.20			396.13				51,151.33	212,206.74
Mound City	15,381.76	12,220.08	27,601.84									27,601.84
Mound Station	257.93	1,037.61	1,295.54						1,259.84		1,259.84	35.70
Mounds		11,283.97	11,283.97	2,780.13			1,993.12		2,421.81		7,195.06	4,088.91
Mount Clare	3,770.45	1,466.18	5,236.63						1,635.15		1,635.15	3,601.48
Mount Prospect	103,255.82	89,781.24	193,037.06	128,585.46			13,877.64	28,823.71			171,286.81	21,750.25
Moweaqua	2,460.72	8,317.80	10,778.52				15.50	5,000.04	4,038.93		9,054.47	1,724.05
Mt. Auburn	2,811.87	2,334.60	5,146.47						3,905.32		3,905.32	1,241.15
Mt. Carmel	41,012.78	52,884.19	93,896.97	[1]—22.78			1,044.18	34,686.65	21,828.68		57,536.73	36,360.24
Mt. Carroll	21,539.14	10,996.41	32,535.55	32,097.93			437.62				32,535.55	
Mt. Erie	494.46	840.24	1,334.70						619.90		619.90	714.80
Mt. Morris	13,170.80	15,276.51	28,447.31					11,742.50			11,742.50	16,704.81
Mt. Olive	385.93	13,539.65	13,925.58						12,828.20		12,828.20	1,097.38
Mt. Pulaski	13,426.91	8,605.39	22,032.30						4,739.17		4,739.17	17,293.13
Mt. Sterling	12,161.96	12,665.57	24,827.53	2,313.45					8,759.67		11,073.12	13,754.41
Mt. Vernon	101,376.69	98,381.01	199,757.70	2,895.73				33,768.00	67,137.85		103,801.58	95,956.12
Mt. Zion	368.11	2,469.97	2,838.08						2,334.28		2,334.28	503.80
Muddy	1,122.92	699.25	1,822.17						1,022.50		1,022.50	799.67
Mulberry Grove	6,934.68	4,015.10	10,949.78						6,153.67		6,153.67	4,796.11
Muncie	995.38	1,110.90	2,106.28						370.00		370.00	1,736.28

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Mundelein	16,279.65	54,948.10	71,227.75	29,952.70			5,754.50		17,984.26		53,691.46	17,536.29
Murphysboro	80,643.89	52,111.60	132,755.49	107,908.05	[1]—35.48		7,710.47	2,364.17	[1]—681.11		117,266.10	15,489.39
Murrayville	2,397.69	2,283.86	4,681.55						4,000.00		4,000.00	681.55
Naperville	45,956.29	44,443.07	90,399.36	47,262.93			394.86				47,657.79	42,741.57
Naplate	3,753.10	4,415.48	8,168.58									8,168.58
Naples	1,380.10	795.12	2,175.22						390.43		390.43	1,784.79
Nashville	14,958.39	13,714.46	28,672.85				180.00		5,013.69		5,193.69	23,479.16
Nason	181.82	1,122.22	1,304.04						1,304.00		1,304.00	0.04
National City	3,809.82	1,167.30	4,977.12									4,977.12
Nauvoo	1,161.16	7,003.85	8,165.01						6,038.64		6,038.64	2,126.37
Nebo	699.49	2,328.97	3,028.46						2,072.37		2,072.37	956.09
Nelson	6,429.49	1,629.72	8,059.21									8,059.21
Neoga	1,893.45	6,344.05	8,237.50						7,000.00		7,000.00	1,237.50
Neponset		2,825.23	2,825.23						2,413.08		2,413.08	412.15
Newark	7,049.50	2,577.10	9,626.60									9,626.60
New Athens	16,584.86	9,552.76	26,137.62				424.25		11,233.85		11,658.10	14,479.52
New Baden	11,272.63	8,052.77	19,325.40						6,727.82		6,727.82	12,597.58
New Bedford	4,143.30	1,364.67	5,507.97		1,465.21		100.00				1,565.21	3,942.76
New Berlin	1,334.53	3,507.56	4,842.09						3,500.00		3,500.00	1,342.09
New Boston	12,661.51	4,325.26	16,986.77				270.00		5,123.68		5,393.68	11,593.09
New Burnside	3,365.51	1,375.96	4,741.47						1,849.04	37.74	1,886.78	2,854.69
New Canton	985.88	2,531.98	3,517.86						44.18		44.18	3,473.68
New Douglas	361.77	2,024.47	2,386.24					850.00	1,179.00		2,029.00	357.24
New Grand Chain	7,796.30	1,860.94	9,657.24						2,298.94		2,298.94	7,358.30
New Haven	26,559.91	4,618.50	31,178.41				340.68		5,445.79		5,786.47	25,391.94
New Holland	3,629.43	1,934.25	5,563.68				[1]—25.00		3,439.42		3,414.42	2,149.26
New Lenox	13,634.73	6,964.37	20,599.10	1,825.54					1,539.43		3,364.97	17,234.13
Newman	19,523.88	6,428.66	25,952.54						4,500.15		4,500.15	21,452.39
New Minden	1,636.02	902.27	2,538.29						821.25		821.25	1,717.04
New Salem		1,037.61	1,037.61						852.46		852.46	185.15
Newton	4,594.54	15,676.90	20,271.44				150.00	11,316.00	4,880.83		16,346.83	3,924.61
Niantic	960.26	3,524.48	4,484.74						3,779.09		3,779.09	705.65
Niles	100,682.60	88,108.45	188,791.05				7,025.12	82,244.35	5,780.74		95,050.21	93,740.84
Nilwood	2,023.69	1,810.16	3,833.85						2,178.00		2,178.00	1,655.85
Noble		4,376.00	4,376.00						4,095.02		4,095.02	280.98
Nokomis	18,331.84	14,346.06	32,677.90		15,120.37		1,632.04		4,753.86		21,506.27	11,171.63
Nora	723.24	1,172.94	1,896.18									1,896.18

Normal		65,008.39	65,008.39	64,922.92			85.47				65,008.39	
Norridge	32,017.29	44,709.83	76,727.12				2,402.29	27,179.12			29,581.41	47,145.71
Norris	649.32	1,798.90	2,448.22						1,179.40		1,179.40	1,268.82
Norris City	2,979.61	7,725.66	10,705.27						7,076.98	141.54	7,218.52	3,486.75
North Aurora	14,589.61	7,387.31	21,976.92				217.50		4,158.00		4,375.50	17,601.42
North Chicago	96,010.47	129,999.83	226,010.30	93,338.41	9,201.25		12,345.92	6,110.37	25,415.46		146,411.41	79,598.89
North Chillicothe	32,500.85	11,007.68	43,508.53	12,043.50			585.00	6,445.00	3,730.00	456.07	23,259.57	20,248.96
North City	1,310.19	2,892.91	4,203.10									4,203.10
Northlake	85,098.28	65,352.37	150,450.65	85,565.76			9,962.00	27,560.97			123,088.73	27,361.92
North Pekin	23,323.84	9,913.67	33,237.51	5,044.30			406.03	9,125.89	6,200.00		20,776.22	12,461.29
North Riverside	32,995.31	40,303.17	73,298.48	50,149.48			4,359.01				54,508.49	18,789.99
North Utica	732.57	5,554.58	6,287.15				24.83		1,241.38		1,266.21	5,020.94
Northbrook	29,033.17	61,201.93	90,235.10	1,307.00		8,000.00	2,074.27	30,000.00			41,381.27	48,853.83
Northfield	46,322.63	17,819.78	64,142.41	16,023.35			341.61				16,364.96	47,777.45
North Henderson	264.10	1,251.89	1,515.99						1,033.75		1,033.75	482.24
Norwood	4,393.14	3,163.56	7,556.70	2,221.40			852.30		528.30		3,602.00	3,954.70
Oakbrook Terrace		4,532.52	4,532.52									4,532.52
Oakford	3,405.35	1,584.60	4,989.95									4,989.95
Oak Forest	40,141.85	13,235.14	53,376.99				54.16		1,083.25		1,137.41	52,239.58
Oak Grove	443.30	727.45	1,170.75									1,170.75
Oak Grove Park	631.11	1,026.33	1,657.44									1,657.44
Oakland	1,958.12	5,526.38	7,484.50		[1]—524.43		319.74		5,656.54		5,451.85	2,032.65
Oak Lawn	26,717.36	125,573.14	152,290.50	88,960.50			1,463.00				90,423.50	61,867.00
Oak Park	426,443.86	358,251.01	784,694.87	37,606.43	34,522.77		9,182.55		87,707.20		169,018.95	615,675.92
Oakwood	815.78	3,614.71	4,430.49						4,430.49		4,430.49	
Oblong	10,598.63	9,242.60	19,841.23						8,475.13	169.50	8,644.63	11,196.60
Oconee	1,852.65	1,443.62	3,296.27						3,173.35		3,173.35	122.92
Odell	8,870.12	5,120.37	13,990.49									13,990.49
Odin	7,953.25	7,562.13	15,515.38						11,676.55		11,676.55	3,838.83
O'Fallon	59,201.04	21,417.56	80,618.60	66,761.28			6,069.19		2,330.53		75,161.00	5,457.60
Ogden	1,300.60	2,458.69	3,759.29									3,759.29
Oglesby		22,116.85	22,116.85	21,186.04							21,186.04	930.81
Ohio	4,914.24	3,163.56	8,077.80	[1]—1,223.99			241.78		4,029.65		3,047.44	5,030.36
Ohlman	1,067.75	1,325.21	2,392.96						1,698.42		1,698.42	694.54
Okawville	23,596.79	4,821.49	28,418.28				[1]—40.00		40.00			28,418.28
Old Marissa	3,105.17	1,127.83	4,233.00				150.96		3,019.16		3,170.12	1,062.88
Old Ripley	843.08	761.30	1,604.38						772.52		772.52	831.86
Old Shawneetown	1,364.66	2,543.25	3,907.91						1,042.81		1,042.81	2,865.10
Olmsted	12,484.12	2,960.57	15,444.69				[1]—35.00		2,518.46		2,483.46	12,961.23
Olney	2,459.03	48,564.54	51,023.57		1,488.90		1,160.00	13,600.00	32,872.71		49,121.61	1,901.96
Olympia Fields	3,157.11	1,376.67	4,533.78				182.75		3,839.72		4,022.47	511.31
Omaha	455.67	2,221.83	2,677.50				42.98		[1]—42.98			2,677.50
Onarga	15,547.37	8,205.00	23,752.37									23,752.37
Oneida	2,869.80	3,124.12	5,993.92						4,425.55		4,425.55	1,568.37
Oquawka	6,207.12	5,238.80	11,445.92				[1]—70.00		70.00			11,445.92
Orangeville	9,649.98	2,594.01	12,243.99									12,243.99
Oreana	2,423.01	2,345.89	4,768.90				81.00		3,019.00		3,100.00	1,668.90
Oregon		18,073.56	18,073.56	5,002.83							5,002.83	13,070.73
Orient	5,793.96	4,516.99	10,310.95				99.59		1,886.83		1,986.42	8,324.53
Orion	20,521.30	6,479.41	27,000.71	7,000.00			122.46		2,173.53		9,295.99	17,704.72
Orland Park	14,107.39	8,041.45	22,148.84									22,148.84

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers' Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Oswego	22,775.85	7,787.70	30,563.55	20,000.00			5.38		341.88		20,347.26	10,216.29
Ottawa	41,435.09	101,990.08	143,425.17	62,672.18			7,105.95		2,234.25		72,012.38	71,412.79
Otterville	460.79	665.42	1,126.21				39.99		520.56		560.55	565.66
Owaneco	4,311.43	1,934.24	6,245.67						3,384.80		3,384.80	2,860.87
Palatine		55,093.64	55,093.64	34,082.16			7,103.59				41,185.75	13,907.89
Palestine	8,663.34	8,960.65	17,623.99				176.00	2,420.00	3,613.55		6,209.55	11,414.44
Palmer	1,447.75	1,889.13	3,336.88						1,317.72		1,317.72	2,019.16
Palmyra	215.79	4,206.84	4,422.63						3,686.17		3,686.17	736.46
Palos Heights		7,448.13	7,448.13									7,448.13
Palos Hills		4,586.49	4,586.49									4,586.49
Palos Park	7,079.35	9,389.24	16,468.59	4,669.89			25.00				4,694.89	11,773.70
Pana	54,732.15	34,838.81	89,570.96	55,979.45			7,949.29		11,488.50		75,417.24	14,153.72
Panama	509.65	2,932.36	3,442.01						2,453.00	49.05	2,502.05	939.96
Panola	418.72	293.26	711.98						505.00		505.00	206.98
Papineau	327.48	885.35	1,212.83	232.60			18.60				251.20	961.63
Paris	60,977.77	55,139.83	116,117.60	[1]—190.00			[1]—2,119.71	10,266.50	24,855.12		32,811.91	83,305.69
Parkersburg	343.27	1,624.07	1,967.34						1,415.00		1,415.00	552.34
Park City	4,660.78	7,003.85	11,664.63									11,664.63
Park Forest	293,050.05	157,710.79	450,760.84	138,067.98			10,300.90		17,246.06		165,614.94	285,145.90
Park Ridge	54,240.62	155,584.77	209,825.39	139,742.22			18,195.67	51,887.50			209,825.39	
Patoka	867.95	3,394.77	4,262.72						3,941.00		3,941.00	321.72
Pawnee	13,199.96	6,423.02	19,622.98						12,492.43		12,492.43	7,130.55
Paw Paw	12,635.43	3,349.67	15,985.10									15,985.10
Paxton	1,503.03	21,400.65	22,903.68	2,522.63			1,529.70		14,489.74		18,542.07	4,361.61
Payson	3,402.05	2,763.20	6,165.25						5,816.07		5,816.07	349.18
Pearl	1,544.23	2,661.68	4,205.91						1,145.12	22.90	1,168.02	3,037.89
Pearl City	2,084.75	2,768.82	4,853.57	204.54			306.93		[1]—376.17		135.30	4,718.27
Pecatonica	14,650.34	8,109.12	22,759.46									22,759.46
Pekin	35,290.58	141,915.43	177,206.01	6,566.85			28,915.29	100,586.77	29,635.00		165,703.91	11,502.10
Peoria	223,435.36	639,544.23	862,979.59	1,328.74			188.40	467,988.50	90,000.00		559,505.64	303,473.95
Peoria Heights	27,997.82	37,094.48	65,092.30	4,454.29			789.45	51,560.65	8,287.91		65,092.30	
Peotone	14,602.34	7,866.64	22,468.98	10,880.00			777.30		1,864.70		13,522.00	8,946.98
Percy	13,006.14	5,261.37	18,267.51				1,000.00			20.00	1,020.00	17,247.51
Perry	6,786.87	2,503.79	9,290.66						3,831.38		3,831.38	5,459.28
Peru		51,040.16	51,040.16	5,013.33			55.67	25,500.00	619.15		31,188.15	19,852.01
Pesotum	3,318.87	2,340.26	5,659.13						3,989.00		3,989.00	1,670.13
Petersburg	26,791.62	13,111.08	39,902.70				4,000.00				4,000.00	35,902.70

Phillipstown	5,554.04	575.18	6,129.22									6,129.22
Philo	514.61	2,960.56	3,475.17						2,787.25		2,787.25	687.92
Phoenix	16,286.91	23,278.52	39,565.43									39,565.43
Pierron	1,811.45	2,092.14	3,903.59						2,153.78	43.08	2,196.86	1,706.73
Pinckneyville	15,899.31	18,603.62	34,502.93						9,402.36		9,402.36	25,100.57
Pingree Grove	2,368.49	913.55	3,282.04									3,282.04
Piper City		4,144.79	4,144.79	196.46			57.23		91.36		345.05	3,799.74
Pittsburg	2,567.21	3,451.16	6,018.37				220.00		4,529.95	94.99	4,844.94	1,173.43
Pittsfield	20,464.66	20,098.00	40,562.66						14,281.61		14,281.61	26,281.05
Plainfield	36,955.59	9,947.50	46,903.09	42,455.25							42,455.25	4,447.84
Plainville	4,833.87	1,364.67	6,198.54						2,039.69		2,039.69	4,158.85
Plano	31,183.11	12,146.77	43,329.88	37,777.87						377.79	38,155.66	5,174.22
Pleasant Hill	614.91	4,827.13	5,442.04	566.99			218.82		1,736.37	50.45	2,572.63	2,869.41
Pleasant Plains	2,788.30	2,819.57	5,607.87						2,597.09		2,597.09	3,010.78
Plymouth	2,909.57	4,815.85	7,725.42						4,860.70		4,860.70	2,864.72
Pocahontas	3,107.20	4,015.10	7,122.30						4,673.08		4,673.08	2,449.22
Polo	10,235.84	12,643.02	22,878.86					12,643.02			12,643.02	10,235.84
Pontiac	36,357.69	51,869.12	88,226.81	59,864.99			1,555.69		12,953.74		74,374.42	13,852.39
Pontoosuc	241.97	1,206.79	1,448.76						1,151.86		1,151.86	296.90
Poplar Grove	2,477.17	2,351.55	4,828.72									4,828.72
Port Byron	12,908.80	5,921.12	18,829.92				365.68		5,227.39		5,593.07	13,236.85
Posen	24,177.82	17,227.68	41,405.50									41,405.50
Potomac	9,179.28	3,394.76	12,574.04									12,574.04
Prairie City	4,301.02	2,819.57	7,120.59				201.22		3,870.05		4,071.27	3,049.32
Prairie du Rocher	8,222.96	3,733.15	11,956.11						3,640.95		3,640.95	8,315.16
Princeton	47,581.01	32,509.84	80,090.85	61,357.19	174.15		4,647.21		778.23		66,956.78	13,134.07
Princeville	4,209.02	6,276.42	10,485.44	3,904.61			279.49		6,301.34		10,485.44	
Prophetstown	25,223.86	9,970.06	35,193.92	18,549.90			1,525.10				20,075.00	15,118.92
Pulaski	6,518.74	2,695.51	9,214.25						3,364.39		3,364.39	5,849.86
Quincy	78,807.89	239,146.04	317,953.93	208,288.95		925.00	22,338.67		19,126.07		250,678.69	67,275.24
Radom	1,253.34	755.65	2,008.99									2,008.99
Raleigh	1,534.61	1,477.47	3,012.08						2,892.33		2,892.33	119.75
Ramsey	3,975.15	4,556.46	8,531.61	2,591.28			928.01		2,586.40		6,105.69	2,425.92
Rankin	6,715.99	4,156.07	10,872.06						927.79		927.79	9,944.27
Ransom	4,573.25	2,317.72	6,890.97									6,890.97
Rantoul		125,358.80	125,358.80		39,972.00		4,975.00	9,339.73	20,632.65		74,919.38	50,439.42
Rapids City	745.19	2,746.28	3,491.47	596.25			79.22				675.47	2,816.00
Raritan		208.30	208.30									208.30
Raymond	5,200.51	4,392.91	9,593.42						3,613.50		3,613.50	5,979.92
Red Bud	5,224.06	8,565.89	13,789.95					8,565.89			8,565.89	5,224.06
Reddick	503.02	1,172.94	1,675.96	1,215.69			87.94				1,303.63	372.33
Redmon	1,600.05	1,274.47	2,874.52				46.00		1,954.00		2,000.00	874.52
Reynolds	1,921.13	2,306.40	4,227.53									4,227.53
Richmond	3,722.10	4,594.72	8,316.82				643.34		2,015.90		2,659.24	5,657.58
Richton Park	1,711.48	1,308.28	3,019.76				140.00				140.00	2,879.76
Richview	1,292.91	1,984.99	3,277.90						1,772.23		1,772.23	1,505.67
Ridge Farm	5,205.92	5,453.09	10,659.01					2,518.56	2,339.95	46.80	4,905.31	5,753.70
Ridgway	1,768.15	6,473.78	8,241.93				122.13	4,120.00	2,172.25		6,414.38	1,827.55
Ridott	86.25	1,054.52	1,140.77	1,140.77							1,140.77	
Rio	254.26	1,031.97	1,286.23						1,000.00		1,000.00	286.23
Ripley	677.08	998.14	1,675.22						1,339.85		1,339.85	335.37

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Riverdale	4,710.86	56,487.59	61,198.45	14,203.21			1,739.64		6,625.96		22,568.81	38,629.64
River Forest	154,307.10	61,032.76	215,339.86	118,669.84		40.00	9,665.63				128,375.47	86,964.39
River Grove	76,148.64	39,868.95	116,017.59	30,000.00				40,009.20			70,009.20	46,008.39
Riverside	45,819.35	55,466.90	101,286.25	74,950.98			6,284.38		20,050.89		101,286.25	
Riverton	6,806.25	8,464.39	15,270.64						5,404.72		5,404.72	9,865.92
Roanoke	9,250.79	9,445.61	18,696.40					6,326.63	2,552.00		8,878.63	9,817.77
Robbins	60,085.26	26,876.29	86,961.55	30,401.65			462.11		9,242.20		40,105.96	46,855.59
Roberts	2,684.85	2,345.89	5,030.74				134.42	1,600.00	2,688.42		4,422.84	607.90
Robinson	534.59	39,587.00	40,121.59		[1]—376.36		1,162.00	14,639.26	24,696.69		40,121.59	
Rochelle	64,080.87	33,767.37	97,848.24					51,896.05			51,896.05	45,952.19
Rochester	9,650.63	2,853.43	12,504.06						1,902.42		1,902.42	10,601.64
Rockbridge	2,470.74	1,370.33	3,841.07				75.00		2,069.00		2,144.00	1,697.07
Rock City	300.97	885.34	1,186.31									1,186.31
Rockdale	14,260.84	7,855.37	22,116.21	10,623.55			960.70			233.84	11,818.09	10,298.12
Rock Falls	111,237.98	57,564.68	168,802.66	21,246.36			1,464.97	72,094.11	9,648.72		104,454.16	64,348.50
Rockford	20,476.01	622,096.62	642,572.63	212,109.95		73,483.54	32,855.31	145,620.00	33,504.55		497,573.35	144,999.28
Rock Island	224,589.39	278,919.13	503,508.52	6,098.00		65,976.59	126.27				72,200.86	431,307.66
Rockton	9,594.81	9,287.71	18,882.52				241.24		4,127.44		4,368.68	14,513.84
Rockwood	9,930.19	986.85	10,917.04									10,917.04
Rolling Meadows	49,308.85	49,547.21	98,856.06	39,291.83			3,555.89		8,106.25		50,953.97	47,902.09
Rome	2,210.24	1,071.43	3,281.67						2,484.56	49.69	2,534.25	747.42
Romeoville	4,331.41	828.96	5,160.37									5,160.37
Roodhouse	22,532.20	13,353.56	35,885.76					2,599.98			2,599.98	33,285.78
Rose Hill	861.69	721.83	1,583.52						1,444.96		1,444.96	138.56
Roselle	14,701.04	13,049.04	27,750.08				593.30		5,900.70		6,494.00	21,256.08
Rosemont	7,472.88	6,197.47	13,670.35									13,670.35
Roseville	316.35	6,090.31	6,406.66				200.00		4,000.00		4,200.00	2,206.66
Rosiclare	7,473.52	11,763.31	19,236.83					2,930.30	1,390.00		4,320.30	14,916.53
Rossville	1,590.60	7,793.34	9,383.94						7,163.07		7,163.07	2,220.87
Round Lake	4,293.89	5,001.95	9,295.84									9,295.84
Round Lake Beach	34,033.48	22,810.44	56,843.92	27,470.50			3,167.93		11,752.43		42,390.86	14,453.06
Round Lake Park	2,799.81	14,188.16	16,987.97									16,987.97
Roxana	20,491.74	10,776.45	31,268.19					30,655.08		613.11	31,268.19	
Royal	1,500.32	981.22	2,481.54						1,169.50		1,169.50	1,312.04
Royalton	5,518.36	8,492.61	14,010.97				541.80		10,462.86	224.58	11,229.24	2,781.73
Ruma	217.21	603.39	820.60									820.60
Rushville	378.74	15,124.26	15,503.00						3,551.01		3,551.01	11,951.99

Russellville	2,072.24	1,167.31	3,239.55						1,820.87		1,820.87	1,418.68
Rutland	2,527.76	2,740.63	5,268.39				45.57		911.35		956.92	4,311.47
Sadorus	1,115.32	2,188.01	3,303.33						524.02	10.48	534.50	2,768.83
Sailor Springs	931.43	1,460.56	2,391.99									2,391.99
Salem		34,731.64	34,731.64	33,405.91			414.02	911.71			34,731.64	
Sandoval	4,939.16	8,633.59	13,572.75						9,155.22		9,155.22	4,417.53
Sandwich	26,238.87	17,069.78	43,308.65	12,952.87			1,357.26		14,532.02		28,842.15	14,466.50
San Jose	7,015.52	3,169.22	10,184.74									10,184.74
Sauk Village		7,524.24	7,524.24				365.63		7,158.61		7,524.24	
Saunemin	3,283.51	1,906.05	5,189.56				11.88	1,210.00	237.50		1,459.38	3,730.18
Savanna	5,315.01	28,522.92	33,837.93	8,969.49			1,453.36	23,415.08			33,837.93	
Savoy	3,283.92	1,578.97	4,862.89									4,862.89
Sawyerville	1,154.47	2,199.30	3,353.77									3,353.77
Saybrook	6,470.57	4,274.51	10,745.08	5,903.12			154.30				6,057.42	4,687.66
Scales Mound	5,363.42	2,171.06	7,534.48									7,534.48
Schaumburg Center	1,588.73	733.10	2,321.83									2,321.83
Schiller Park	60,202.50	20,047.26	80,249.76					16,662.50			16,662.50	63,587.26
Schram City	3,547.11	4,471.86	8,018.97				60.00		657.70		717.70	7,301.27
Sciota	70.11	721.82	791.93						707.27		707.27	84.66
Scottville	1,666.63	1,127.83	2,794.46						1,800.00		1,800.00	994.46
Seaton	2,897.80	1,607.18	4,504.98						378.00		378.00	4,126.98
Seatonville	444.15	2,283.86	2,728.01				28.94		482.26		511.20	2,216.81
Secor	1,126.43	2,114.68	3,241.11					826.25			826.25	2,414.86
Seneca		9,815.25	9,815.25	5,129.69			1,447.83	1,836.88	[1]—1,137.00		7,277.40	2,537.85
Sesser	10,316.80	11,763.32	22,080.12				786.38		13,533.56		14,319.94	7,760.18
Shabbona	6,115.10	3,761.33	9,876.43	4,296.26			1,379.23				5,675.49	4,200.94
Shannon	11,797.75	3,766.97	15,564.72									15,564.72
Shawneetown	20,510.33	10,810.31	31,320.64				232.80	6,785.00	4,521.09		11,538.89	19,781.75
Sheffield	11,045.67	5,610.97	16,656.64	1,676.23	5,151.38		120.01		2,248.60		9,196.22	7,460.42
Shelbyville	20,190.37	26,137.56	46,327.93				1,988.06		27,668.27		29,656.33	16,671.60
Sheldon		6,282.03	6,282.03	1,964.61				4,080.00			6,044.61	237.42
Sheridan	6,856.89	3,400.41	10,257.30									10,257.30
Sherrard	1,938.80	2,729.36	4,668.16						2,600.00		2,600.00	2,068.16
Shiloh	2,128.80	2,554.54	4,683.34				181.30		2,644.03		2,825.33	1,858.01
Shipman	399.39	2,120.33	2,519.72						2,436.14		2,436.14	83.58
Shorewood		2,029.55	2,029.55									2,029.55
Shumway	448.44	1,398.53	1,846.97						1,348.96		1,348.96	498.01
Sibley	5,460.37	1,945.51	7,405.88		5,243.97		367.08				5,611.05	1,794.83
Sidell	5,703.93	3,124.10	8,828.03						4,160.00		4,160.00	4,668.03
Sidney		3,682.38	3,682.38	521.41					222.09		743.50	2,938.88
Sigel	1,704.88	1,669.20	3,374.08						3,000.00		3,000.00	374.08
Silvis	22,431.92	17,227.69	39,659.61	3,887.95			16,762.37		[1]—9.30		20,650.02	19,009.59
Simpson	2,952.93	671.06	3,623.99						991.68		991.68	2,632.31
Sims	3,220.21	2,300.79	5,521.00						3,094.31		3,094.31	2,426.69
Skokie	101,239.05	294,065.96	395,305.01	106,490.84			4,117.43		13,269.62		123,877.89	271,427.12
Smithboro	846.45	1,426.71	2,273.16						1,201.64		1,201.64	1,071.52
Smithfield	470.50	2,001.91	2,472.41						18.00		18.00	2,454.41
Smithton	6,206.82	2,904.17	9,110.99						3,470.50		3,470.50	5,640.49
Somonauk	2,845.21	4,065.82	6,911.03									6,911.03
Sorento	319.17	3,902.31	4,221.48				125.00		3,501.32		3,626.32	595.16
South Beloit	21,729.01	18,163.80	39,892.81	4,332.79			2,517.56	11,079.93			17,930.28	21,962.53

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
South Chicago Heights	18,532.38	17,030.29	35,562.67	2,015.22			2,162.10		[1]—1,045.37		3,131.95	32,430.72
South Elgin	1,907.30	9,693.75	11,601.05	8,408.74			1,110.34		1,112.15		10,631.23	969.82
South Holland	9,018.30	46,562.64	55,580.94	13,066.45			1,524.51	3,518.75	12,268.79		30,378.50	25,202.44
South Jacksonville	28,458.40	12,417.44	40,875.84						1,359.61		1,359.61	39,516.23
South Pekin	22,736.43	5,881.66	28,618.09	468.30			255.43		7,121.42		7,845.15	20,772.94
South Wilmington	12,408.04	3,733.14	16,141.18	8,354.78			1,007.08		22.77	93.84	9,478.47	6,662.71
Southern View	11,232.12	5,650.46	16,882.58						5,480.35		5,480.35	11,402.23
Sparland	974.02	2,870.33	3,844.35	71.20				1,468.75			1,539.95	2,304.40
Sparta	5,666.66	20,165.69	25,832.35					10,935.00	9,290.97		20,225.97	5,606.38
Spaulding	1,828.49	1,189.86	3,018.35						272.24		272.24	2,746.11
Spillertown	1,391.31	1,105.28	2,496.59				75.00		1,557.21		1,632.21	864.38
Spring Bay	3,604.85	1,144.75	4,749.60				[1]—6.13		333.69		327.56	4,422.04
Springerton	1,070.36	1,573.32	2,643.68						1,329.55		1,329.55	1,314.13
Springfield	309,281.89	478,878.56	788,160.45	82,258.63		164,255.00	9,656.50	138,705.47	110,551.66		505,427.26	282,733.19
Spring Grove	1,113.97	1,516.92	2,630.89									2,630.89
Spring Valley	17,124.95	27,722.17	44,847.12					11,716.68			11,716.68	33,130.44
St. Anne	11,376.62	7,911.76	19,288.38				152.21		2,771.71		2,923.92	16,364.46
St. Augustine	2,339.15	1,116.56	3,455.71						2,369.94		2,369.94	1,085.77
St. Charles	151,784.99	43,511.86	195,296.85	128,978.45		778.74	10,567.79		[1]—74.14		140,250.84	55,046.01
St. David	1,821.91	4,578.99	6,400.90						4,423.70	88.47	4,512.17	1,888.73
St. Elmo	4,078.76	9,676.83	13,755.59				50.00		8,824.92		8,874.92	4,880.67
St. Francisville	4,340.88	6,298.94	10,639.82					2,552.50	6,390.86		8,943.36	1,696.46
St. Jacob	1,319.22	2,695.54	4,014.76									4,014.76
St. Johns	3,074.61	1,550.78	4,625.39						2,639.65		2,639.65	1,985.74
St. Joseph	1,001.45	5,306.47	6,307.92						5,694.85		5,694.85	613.07
St. Libory	3,714.19	1,827.07	5,541.26						3,601.25		3,601.25	1,940.01
St. Marie	498.90	1,984.98	2,483.88						2,071.61	41.42	2,113.03	370.85
St. Peter	163.27	1,996.27	2,159.54						1,698.54		1,698.54	461.00
Standard	1,055.85	1,635.36	2,691.21						764.00	15.28	779.28	1,911.93
Standard City	775.02	1,082.73	1,857.75						140.50		140.50	1,717.25
Stanford		2,577.11	2,577.11				108.70		2,286.26		2,394.96	182.15
Staunton	113.98	22,821.75	22,935.73	6,245.82			1,074.01		11,441.20		18,761.03	4,174.70
Steeleville	21,916.88	7,629.78	29,546.66	24,485.76							24,485.76	5,060.90
Steger	25,955.43	30,383.84	56,339.27				656.45		11,881.84		12,538.29	43,800.98
Sterling	35,388.61	84,948.50	120,337.11	23,194.10			27,175.01				50,369.11	69,968.00
Steward	6,113.66	1,522.58	7,636.24				162.44		2,639.22		2,801.66	4,834.58

Stewardson	506.27	3,755.69	4,261.96				36.50		3,546.00		3,582.50	679.46
Stickney	5,183.85	25,906.35	31,090.20					18,580.00			18,580.00	12,510.20
Stillman Valley	5,448.07	3,039.53	8,487.60									8,487.60
Stockton	4,743.04	9,220.07	13,963.11	6,589.66			395.38	4,004.62			10,989.66	2,973.45
Stonefort	4,917.98	2,763.22	7,681.20				157.00		3,120.13		3,277.13	4,404.07
Stone Park	35,139.51	13,962.60	49,102.11	5,506.54			2,671.54	3,584.00			11,762.08	37,340.03
Stonington	9,644.62	6,315.89	15,960.51						4,671.70		4,671.70	11,288.81
Stoy	774.95	907.91	1,682.86									1,682.86
Strasburg	1,048.02	2,458.67	3,506.69				20.50		3,169.43		3,189.93	316.76
Strawn	3,950.65	975.58	4,926.23						2,561.00		2,561.00	2,365.23
Streamwood		9,167.73	9,167.73									9,167.73
Streator	102,331.78	92,871.55	195,203.33	63,395.21			3,611.71		15,912.48		82,919.40	112,283.93
Stronghurst	4,738.08	4,178.63	8,916.71						8,087.70		8,087.70	829.01
Sublette	3,335.17	1,635.36	4,970.53				165.69		2,720.52		2,886.21	2,084.32
Sugar Grove	2,538.06	1,962.43	4,500.49									4,500.49
Sullivan	18,715.43	22,212.70	40,928.13						7,111.16		7,111.16	33,816.97
Summerfield	1,672.28	2,131.60	3,803.88				119.15		2,567.57		2,686.72	1,117.16
Summit	15,252.42	50,510.07	65,762.49	[1]—450.00			450.00	19,462.50			19,462.50	46,299.99
Sumner	3,777.54	6,597.83	10,375.37				390.43		6,256.72		6,647.15	3,728.22
Sunnyside	889.59	1,280.07	2,169.66				82.00		1,418.00		1,500.00	669.66
Swansea	15,227.85	17,114.22	32,342.07				519.61		10,624.60		11,144.21	21,197.86
Sycamore	32,977.09	37,776.79	70,753.88	14,201.85			3,936.92		[1]—339.70		17,799.07	52,954.81
Symerton	2,211.78	671.06	2,882.84									2,882.84
Table Grove	268.86	2,712.45	2,981.31									2,981.31
Tallula	1,421.41	2,971.82	4,393.23						2,893.43		2,893.43	1,499.80
Tamaroa	2,553.71	4,787.65	7,341.36						1,688.52	34.46	1,722.98	5,618.38
Tamms	7,975.55	3,750.04	11,725.59									11,725.59
Tampico	3,537.24	4,285.79	7,823.03									7,823.03
Taylor Springs	3,164.01	3,535.76	6,699.77						3,293.69		3,293.69	3,406.08
Taylorville	45,427.86	51,812.71	97,240.57	25,426.87	600.00	170.08	1,870.85				28,067.80	69,172.77
Tennessee	119.48	1,404.16	1,523.64									1,523.64
Teutopolis	4,759.45	5,182.39	9,941.84						5,050.34		5,050.34	4,891.50
Thawville	1,999.26	1,505.64	3,504.90				140.91		2,746.86		2,887.77	617.13
Thayer	1,732.33	3,919.20	5,651.53						4,997.42	99.95	5,097.37	554.16
Thebes	5,254.91	3,050.79	8,305.70									8,305.70
Thomasboro	823.26	1,860.94	2,684.20						587.25		587.25	2,096.95
Thompsonville	8,526.60	2,988.77	11,515.37						2,018.99	60.57	2,079.56	9,435.81
Thomson	10,908.33	3,152.31	14,060.64						933.71		933.71	13,126.93
Thornton	11,809.29	13,438.14	25,247.43	19,904.50			2,605.03				22,509.53	2,737.90
Tilden	3,414.29	5,109.10	8,523.39						6,367.03	128.53	6,495.56	2,027.83
Tilton		9,236.94	9,236.94	341.44			997.94		3,900.00		5,239.38	3,997.56
Time	514.95	321.44	836.39						260.00		260.00	576.39
Tinley Park	50,568.74	30,259.79	80,828.53									80,828.53
Tiskilwa	18,061.43	5,424.87	23,486.30									23,486.30
Toledo	538.80	5,103.44	5,642.24				147.54		5,494.70		5,642.24	
Tolono	1,028.28	6,005.72	7,034.00						5,756.08		5,756.08	1,277.92
Toluca	17,153.70	8,001.98	25,155.68				176.41		4,653.66		4,830.07	20,325.61
Tonica	5,347.18	3,298.91	8,646.09	6,494.50			651.24				7,145.74	1,500.35
Topeka	543.75	406.02	949.77									949.77
Toulon	6,366.98	6,614.75	12,981.73				386.98		9,431.98		9,818.96	3,162.77
Towanda	872.50	2,255.67	3,128.17	3,584.78			317.05		[1]—828.36		3,073.47	54.70
Tower Hill	781.19	4,421.11	5,202.30						4,350.00		4,350.00	852.30

TABLE 62.—Continued.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Construction by: Day Labor	Right-of-way	Engineering	Municipal Indebtedness	Maintenance	Treasurers' Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Tremont	5,183.92	6,417.37	11,601.29	2,431.90			366.63	502.03	3,440.00		6,740.56	4,860.73
Trenton	4,790.91	8,075.29	12,866.20						4,512.80		4,512.80	8,353.40
Troy	1,699.60	7,105.37	8,804.97						3,843.00		3,843.00	4,961.97
Troy Grove	2,782.89	1,454.90	4,237.79	3,000.00			411.35				3,411.35	826.44
Tuscola	24,763.46	20,357.42	45,120.88				[1]—142.66		15,947.26		15,804.60	29,316.28
Ullin	21,949.76	4,359.08	26,308.84	26,048.36						260.48	26,308.84	
Union	4,369.64	2,453.05	6,822.69				222.60		3,026.67		3,249.27	3,573.42
Union Hill	444.19	778.20	1,222.39				23.04		311.72		334.76	887.63
Urbain	277.30	321.44	598.74									598.74
Urbana	55,660.41	152,144.91	207,805.32					170,421.46	33,051.12		203,472.58	4,332.74
Valier	207.39	4,556.46	4,763.85				183.00		3,354.29	70.73	3,608.02	1,155.83
Valley City	814.75	710.53	1,525.28						75.38		75.38	1,449.90
Valley View	2,404.63	7,601.33	10,005.96				166.79		3,935.00		4,101.79	5,904.17
Valmeyer	1,526.76	3,699.31	5,226.07				[1]—75.00		2,575.00		2,500.00	2,726.07
Vandalia	22,172.35	30,851.93	53,024.28	17,917.51			508.71	4,303.08	9,573.38		32,302.68	20,721.60
Varna	5,891.21	2,255.67	8,146.88	1,212.39	[1]—7.60		134.21		2,262.16		3,601.16	4,545.72
Venedy	1,729.08	840.24	2,569.32						1,841.76		1,841.76	727.56
Venice	22,952.06	35,109.49	58,061.55	14,910.39			4,062.30		9,935.56		28,908.25	29,153.30
Vergennes	790.72	1,759.43	2,550.15						1,033.01		1,033.01	1,517.14
Vermilion	4,352.70	1,781.99	6,134.69						2,544.45	50.89	2,595.34	3,539.35
Vermont	620.80	5,300.83	5,921.63						4,584.54	45.85	4,630.39	1,291.24
Vernon	104.76	1,370.33	1,475.09						1,332.34		1,332.34	142.75
Vernon Hills		499.96	499.96									499.96
Verona	1,521.88	1,156.04	2,677.92									2,677.92
Versailles	4,193.27	2,661.68	6,854.95						4,410.51		4,410.51	2,444.44
Victoria	4,435.31	2,644.78	7,080.09				175.00		3,325.00		3,500.00	3,580.09
Vienna	11,326.01	6,118.50	17,444.51						2,109.27		2,109.27	15,335.24
Villa Grove	16,167.91	12,648.66	28,816.57	18,971.70	[1]—293.48		948.78		9,189.57		28,816.57	
Villa Park	4,746.81	96,649.96	101,396.77	34,298.30			3,286.85		27,076.62		64,661.77	36,735.00
Viola	6,295.21	4,657.95	10,953.16									10,953.16
Virden	3,505.49	18,079.18	21,584.67					12,520.00	7,599.37		20,119.37	1,465.30
Virginia	7,522.33	8,864.78	16,387.11					5,837.06	2,927.02		8,764.08	7,623.03
Waggoner	242.73	1,347.75	1,590.48				15.00		1,239.75		1,254.75	335.73
Walnut	7,625.97	6,163.62	13,789.59				224.75	4,628.24	4,523.02		9,376.01	4,413.58
Walnut Hill	36.27	879.71	915.98						743.50		743.50	172.48
Walshville	1,166.72	637.23	1,803.95									1,803.95
Waltonville	5,691.61	2,588.38	8,279.99						2,302.41		2,302.41	5,977.58
Wamac	11,186.29	8,058.36	19,244.65				310.99		7,046.39		7,357.38	11,887.27

Wapella	944.11	2,842.16	3,786.27						2,718.14		2,718.14	1,068.13
Warren	27,776.49	7,770.78	35,547.27				12,058.24	7,770.78	8,020.65		27,849.67	7,697.60
Warrensburg	1,819.15	3,607.48	5,426.63						4,350.63		4,350.63	1,076.00
Warsaw	1,798.31	11,289.61	13,087.92						10,788.78		10,788.78	2,299.14
Washburn		5,633.53	5,633.53	1,276.41						25.53	1,301.94	4,331.59
Washington	32,501.00	24,163.85	56,664.85	9,376.80			419.33	31,329.96	5,300.00		46,426.09	10,238.76
Washington Park	79,782.13	32,932.77	112,714.90				1,358.74		24,479.80		25,838.54	86,876.36
Wataga	2,274.61	3,101.55	5,376.16						4,426.00		4,426.00	950.16
Waterloo	25,609.35	17,126.16	42,735.51				540.00		14,013.39		14,553.39	28,182.12
Waterman	4,733.94	5,035.77	9,769.71									9,769.71
Watseka	35,509.89	23,881.90	59,391.79	3,922.87			2,394.77		8,816.22		15,133.86	44,257.93
Watson	733.96	1,624.07	2,358.03						837.84		837.84	1,520.19
Wauconda	16,565.62	16,484.54	33,050.16	33,050.16							33,050.16	
Waukegan	16,965.48	268,978.25	285,943.73	145,482.60	179.26	8,965.74	5,159.33		42,440.59		202,227.52	83,716.21
Waverly	8,452.03	7,500.11	15,952.14						7,000.00		7,000.00	8,952.14
Wayne City	1,768.77	4,094.03	5,862.80						3,124.25		3,124.25	2,738.55
Waynesville	1,564.91	2,909.81	4,474.72						3,376.76	67.54	3,444.30	1,030.42
Weldon	1,847.00	2,774.49	4,621.49									4,621.49
Wellington	1,269.46	1,691.73	2,961.19									2,961.19
Wenona, Marshall	906.64	5,667.37	6,574.01	168.66			217.22		4,074.64		4,460.52	2,113.49
Wenonah, Montgomery	741.04	704.88	1,445.92						547.73		547.73	898.19
West Brooklyn	684.39	1,094.00	1,778.39									1,778.39
West Chicago	43,029.06	29,977.84	73,006.90	8,206.35			1,350.00		16,678.50		26,234.85	46,772.05
West City	4,584.91	6,095.95	10,680.86				105.30		824.41	18.59	948.30	9,732.56
West Dundee	10,912.65	10,985.12	21,897.77	[1]—429.59			640.42				210.83	21,686.94
West Frankfort	53,759.59	64,196.35	117,955.94				3,124.18		12,523.70		15,647.88	102,308.06
West Point	104.58	1,550.77	1,655.35						1,340.30		1,340.30	315.05
West Salem	1,788.71	5,086.54	6,875.25						3,804.09		3,804.09	3,071.16
Westchester	39,794.84	71,673.89	111,468.73	16,935.25			2,104.00	38,899.56			57,938.81	53,529.92
Western Springs	51,449.12	51,299.57	102,748.69	150.38	[1]—25.82		25.44		21,942.72		22,092.72	80,655.97
Westfield	615.03	3,727.50	4,342.53						3,616.15		3,616.15	726.38
Westmont	26,762.97	26,388.39	53,151.36	22,542.87			1,397.03				23,939.90	29,211.46
Westville	27,430.72	18,022.80	45,453.52	17,312.53			865.63		8,292.80	539.06	27,010.02	18,443.50
Wheaton	114,279.27	112,835.85	227,115.12	96,354.56			1,608.69		26,918.23		124,881.48	102,233.64
Wheeler	1,486.65	1,003.77	2,490.42						1,103.00		1,103.00	1,387.42
Wheeling	62,827.56	34,384.19	97,211.75	[1]—147.00			147.00					97,211.75
Whiteash	1,313.04	1,150.38	2,463.42				100.00		1,777.94	37.56	1,915.50	547.92
White City	107.69	1,550.76	1,658.45				100.00		1,470.40	31.40	1,601.80	56.65
White Hall	36,688.83	17,379.95	54,068.78									54,068.78
Williamsfield	4,631.28	3,056.44	7,687.72									7,687.72
Williamson	38.93	1,798.90	1,837.83						1,658.86	33.17	1,692.03	145.80
Williamsville	13,871.72	3,699.31	17,571.03						972.49		972.49	16,598.54
Willisville	9,281.30	3,580.88	12,862.18						2,674.37		2,674.37	10,187.81
Willow Hill	712.45	1,877.85	2,590.30						1,421.57	28.43	1,450.00	1,140.30
Willow Springs	29,898.50	12,028.36	41,926.86									41,926.86
Wilmette	210,184.40	140,020.65	350,205.05	151,420.99			4,833.82		[1]—640.63		155,614.18	194,590.87
Wilmington, Greene	478.24	828.97	1,307.21				50.00		950.00		1,000.00	307.21
Wilmington, Will	28,930.80	23,368.55	52,299.35									52,299.35

TABLE 62.—Concluded.

Municipality	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Municipal Indebtedness	Disbursed for: Maintenance	Disbursed for: Treasurers[2] Fees and Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Wilsonville	5,763.54	4,635.39	10,398.93				221.22		4,424.72	92.92	4,738.86	5,660.07
Winchester	1,011.19	8,971.94	9,983.13				50.00		2,250.80		2,300.80	7,682.33
Windsor, Mercer	2,090.74	3,208.70	5,299.44						4,500.00		4,500.00	799.44
Windsor, Shelby	5,772.46	5,684.29	11,456.75				54.40		9,135.87		9,190.27	2,266.48
Winfield	16,727.12	6,704.97	23,432.09	20,612.90			852.19		1,967.00		23,432.09	
Winnebago	2,384.39	4,240.64	6,625.03									6,625.03
Winnetka	51,094.96	73,636.34	124,731.30	46,429.80	1,447.02				7,143.85		55,020.67	69,710.63
Winslow	4,396.30	2,001.91	6,398.21	2,060.85				1,221.17			3,282.02	3,116.19
Winthrop Harbor	8,304.93	15,626.14	23,931.07									23,931.07
Witt	533.18	6,518.89	7,052.07						5,910.86		5,910.86	1,141.21
Wood Dale	33,651.17	13,015.21	46,666.38									46,666.38
Woodhull	5,928.48	4,048.90	9,977.38				32.32		62.27		94.59	9,882.79
Woodland	3,215.28	1,883.48	5,098.76				212.81		4,256.29		4,469.10	629.66
Woodlawn	475.74	1,804.54	2,280.28						2,280.28		2,280.28	
Wood River	43,638.02	61,833.53	105,471.55				10.00	32,957.50	16,519.60		49,487.10	55,984.45
Woodson	1,291.91	1,189.83	2,481.74						2,000.00		2,000.00	481.74
Woodstock	36,383.58	46,432.95	82,816.53	16,871.45					5,969.76		22,841.21	59,975.32
Worden	4,636.35	5,458.70	10,095.05						7,234.15		7,234.15	2,860.90
Worth	28,852.55	44,278.78	73,131.33									73,131.33
Wyanet	6,467.48	5,357.22	11,824.70				137.73		3,749.34		3,887.07	7,937.63
Wyoming	2,754.09	8,436.22	11,190.31				210.00		8,056.35		8,266.35	2,923.96
Xenia	1,482.10	3,625.99	5,108.09						3,648.75		3,648.75	1,459.34
Yale	332.84	862.80	1,195.64						1,105.31		1,105.31	90.33
Yates City	1,806.50	3,513.21	5,319.71						3,237.85		3,237.85	2,081.86
Yorkville	14,391.69	6,614.75	21,006.44				606.48		12,018.55		12,625.03	8,381.41
Zeigler	2,551.80	14,188.17	16,739.97	1,994.79			635.59		9,104.06		11,734.44	5,005.53
Zion	20,170.99	60,846.66	81,017.65					43,000.00			43,000.00	38,017.65
Totals	$27,359,540.20	$44,781,444.89	$72,140,985.09	$12,831,410.03	$2,730,143.72	$1,130,057.47	$1,936,486.31	$4,018,454.11	$13,090,472.61	$11,428.66	$35,748,452.91	$36,392,532.18

[1] Transferred from funds certified prior to 1959.
[2] All items are for treasurers fees unless otherwise noted.
[3] Advanced for Illinois Municipal Employees Retirement Fund or social security.
[4] Contains $9,669.20 for treasurers fees and $1,759.46 for Employees Retirement Fund.

TABLE 63.—MUNICIPAL CONTRACTS APPROVED DURING 1959.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Abingdon	31	1.0434	18,057	$ 41,521.10	B-5 bit. surf., conc. wid., C & G
Addison	6	4.6398	54,932	[1]114,658.11	B-5 bit. surf., new & wid. gr. or cr. st. base
Algonquin	8-T	0.1345	1,577	1,376.40	A-3 bit. surf. treat.
Alsip	4	0.3769	4,390	23,403.30	I-11 bit. conc. pavt., gr. or cr. st. base
Alton	78-1	----------	----------	1,623.00	Traffic control signals
"	78	----------	----------	2,860.66	School crossing signals
Andalusia	3-1S	0.3430	4,357	3,843.90	A-3 bit. surf. treat., streng. gr. or cr. st. base
Arlington Heights	19.3	----------	----------	145,992.00	Street lighting system
"	21	----------	----------	[2]19,497.25	Traffic control signals w/RR connect.
"	22	0.2481	5,280	[2]44,058.75	I-11 bit. conc. pavt., PCC base wid., C & G
Aroma Park	8	0.0820	9.13	2,232.00	A-3 bit. surf. treat., gr. or cr. st. base
Ashton	4-S	0.1880	3,655	5,969.80	B-5 bit. surf., C & G
Assumption	12	0.2470	2,142	18,620.62	PCC pavt. wid., C & G
Atlanta	9	0.1127	2,116	7,302.40	A-3 bit. surf. treat. on strengthened gr. or cr. st., C& G
Auburn	5	0.4755	10,475	22,521.24	A-2 mod. bit. surf. treat., C & G
"	6	0.4688	8,372	26,912.96	A-2 mod. bit. surf. treat., C & G
Aurora	70	1.3509	26,380	63,337.58	J-2 sheet asph. bind. & surf. cse., C& G
"	72	1.9661	29,721	69,848.87	J-2 sheet asph. bind. & surf. cse.
"	73	0.5570	16,093	182,739.62	J-2 sheet asph., PCC base wid., C & G
"	71-TL	----------	----------	6,707.45	Traffic control signals
"	74	0.2313	7,067	40,775.94	J-2 sheet asph. bind. & surf. cse. on gr. or cr. st. base, C & G
Barrington	18	0.0614	309	5,583.25	I-11 bit. conc. pavt., PCC base cse. wid., C & G
"	19-SS	----------	----------	5,603.60	Storm sewer
Bartlett	1	0.5600	1,432	10,298.29	C-2 mod. bit. surf.
Batavia	29	0.0540	676	3,493.20	A-3 bit. surf. treat. on gr. or cr st., conc. G
"	30	0.3463	4,790	28,477.40	A-3 bit. surf. treat., gr. or cr. st., conc. G
Belleville	35-Q	0.2400	5,550	45,607.00	I-11 bit. conc. pavt., PCC wid.
Bellevue	12	0.1400	2,358	8,021.67	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Bellwood	28	0.1746	1,365	[1]13,933.25	I-11 bit. conc. pavt., WB mac. base, C & G
"	27	0.2159	3,270	[1]42,271.25	I-11 bit. conc. pavt., gr. or cr. st. base, C & G
"	30	0.0862	636	6,436.95	I-11 bit. conc. pavt., gr. or cr. st., C & G
Bensenville	9	0.1988	2,056	4,935.55	B-5 bit. surf.
"	11	0.1988	3,464	18,503.96	B-5 bit. surf. gr. or cr. st., C & G
Benton	17-SS	----------	----------	17,025.50	Storm sewer
Berkeley	7	----------	----------	49,736.15	Reconst. of street lighting system
"	9	----------	----------	7,549.18	Traffic control signals
Berwyn	50	----------	----------	11,312.10	Traffic control signals
"	51	----------	----------	63,068.57	Repair of pavt. & C & G
"	52	----------	----------	27,061.82	Repair of pavt. & C & G
"	53	0.6382	37,878	93,251.41	I-11 bit. conc. pavt.
Bloomington	125	0.4438	2,610	34,978.39	Gr. or cr. st. base wid., C & G
"	125-S	0.4438	10,418	21,838.92	I-11 bit. conc. pavt., gr. or cr. st. base wid.
"	109-RR	----------	----------	[2]1,087.04	Moving flashing light signals & wid. of inters.
"	123	0.2545	3,435	[1]19,071.00	B-4 mod. bit. surf., gr. or cr. st., C & G
"	127	0.6619	12,500	32,005.95	I-11 bit. conc. pavt.
"	128	0.3409	6,120	19,482.21	I-11 bit. conc. pavt.
"	126	0.3969	8,615	31,597.10	Gr. or cr. st. base cse. & wid.
"	126-S	0.3742	8,343	14,479.29	I-11 bit. conc. pavt., gr. or cr. st. wid.
"	129	0.3206	5,467	12,940.10	I-11 bit. conc. pavt.
"	131	0.2013	5,473	13,206.85	B-5 bit. surf., gr. or cr. st., C & G
Blue Island	43	0.3905	7,733	65,783.05	I-11 bit. conc. pavt., gr. or cr. st. base., C & G
Bonfield	4	0.1458	1,449	1,035.00	Gr. or cr. st. surf.
Bourbonnais	17	0.2301	3,720	[3]6,863.50	A-3 & B-5 bit. surf., streng. gr. or cr. st.
"	18	0.2575	4,619	[3]10,160.50	A-3 bit. surf. treat. on streng. gr. or cr. st.

TABLE 63.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Braceville	3	0.2128	2,225	2,421.00	Gr. or cr. st. surf.
Bradley	20	0.7040	1,908	21,481.22	A-3 & B-5 bit. surf. gr. or cr. st.
"	21	0.1430	2,513	[2]1,246.59	A-3 bit. surf. treat., gr. or cr. st.
Breese	6	0.3750	8,704	[2]9,424.94	I-11 bit. conc. pavt., gr. or cr. st., C & G
Brookfield	28	0.3108	4,932	[1]36,101.30	I-11 bit. conc. pavt., gr. or cr. st., C & G
"	53	0.0814	1,280	5,359.30	I-11 bit. conc. pavt., gr. or cr. st.
Burnham	5	0.2386	4,854	14,345.40	PCC pavt., C & I-11 bit. conc. pavt.
Cabery	3	0.2643	1,126	2,858.05	A-3 bit. surf. treat., streng. gr. or cr. st.
Calumet City	33			10,358.05	Traffic control signals
"	35			2,360.21	School crossing signals
"	37	0.8580	11,577	81,380.35	I-11 bit. conc. pavt., WB mac. C & G
"	34			7,840.68	Traffic control signals
Canton	44	0.1654	3,399	[1]22,780.30	B-5 bit. surf., gr. or cr. st. base, C & G
Carbondale	20-TL			22,693.28	Traffic control signals
Carmi	20	0.9876	14,434	26,519.25	A-3 bit. surf. treat., soil-cement base
Carterville	13	0.1966	5,175	12,745.65	I-11 bit. conc. pavt.
Catlin	4			955.50	Storm sewer
Champaign	105	0.2301	5,925	67,391.06	I-11 bit. conc. pavt., PCC & PCC wid., C & G, st. lights
"	106	0.2648	8,253	78,082.85	I-11 bit. conc. pavt., PCC wid., C & G, TL
"	277	0.5815	15,011	[2]78,284.74	PCC pavt., C & G
Cherry	9-S	0.3716	5,104	6,391.00	Bit. rd. mix. earth mat. ty.
Cherry Valley	7-S	0.2328	3,118	10,841.05	A-3 bit. surf. treat., gr. or cr. st.
Chicago	9 sections			[2]2,063,473.84	Storm sewers
"	2 sections	0.7920	26,010	237,561.55	I-11 bit. conc. pavt., C & G
"	2 sections			130,588.30	Purchase of materials for redecking, alteration & reconstr. of exist. bridge
"	3 sections			1,434,338.72	Repair & reconstr. C & G, sidewalk, etc.
"	7 sections	5.6107	162,309	377,479.60	I-11 bit. conc. pavt.
"	4 sections	6.7953	149,100	602,756.82	I-11 bit. conc. pavt. on PCC & PCC wid., C & G
"	1 section			725,384.00	Conversion of 2 bridges to 1-man operation
"	2 sections	3.3158	92,210	485,790.00	I-11 bit. conc. pavt., conc. wid.
"	1 section	1.1750	29,772	193,376.50	I-11 bit. conc. pavt. on new PCC base, C & G, median chan.
"	1 section	1.7807	52,265	87,464.00	I-11 bit. conc. pavt. on WB mac & conc. & PCC base wid. C & G & medians
"	1 section	0.9877	46,900	188,876.25	I-11 bit. conc. pavt. on PCC, mod. C
"	1 section			46,551.60	C & G, PCC islands, medians etc.
"	1 section	0.5975	14,963	90,753.00	I-11 bit. conc. pavt., conc. wid., C & G
"	1 section			[4]367,926.63	Storm sewer
"	9 sections			[4]293,745.00	Building removal
"	7 sections			[4]8,083,031.85	Grade separation structures
"	4 sections			[4]4,428,688.10	Dual PCC lanes, C & G, etc.
Chicago Heights	58			5,518.90	Traffic control signals
"	56	0.1957	3,870	24,315.15	B-4 mod. bit. surf., gr. or cr. st. & PCC wid., C & G
Chillicothe	9	0.1235	3,257	[2]8,478.50	A-3 bit. surf. treat., gr. or cr. st., C & G
"	10-TL			3,258.20	School crossing signals
Cicero	83			[2]2,360,744.02	Street lighting system
"	85	8.3629	57,793	594,769.50	I-11 & A-2 bit. surf., new & wid. bases, C & G
Clarendon Hills	6-TL			1,530.28	School crossing signals
Clinton	17	0.3671	10,018	56,934.15	I-11 bit. conc. pavt., PCC base wid., C & G
Collinsville	20-1			27,157.85	Cantil. reinf. conc. retain. wall
Crystal Lake	23-T	1.2410	15,335	2,796.75	A-3 bit. surf. treat.
Dana	4-FL			[2]1,000.00	Flashing lighting signals
Danforth	3-FL			[2]2,000.00	Flashing lighting signals & gates
Danville	66-B			95,223.70	3 span, precast, prestressed conc. beam bridge
"	63-FL			[2]25,729.78	Flashing lights signals & gates
"	65-FL			[2]5,349.19	Flashing lights signals & gates

TABLE 63.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
DeKalb	30-FL	----------	----------	[2]25,000.00	Flashing lights signals & gates
DePue	9-S	0.7460	11,875	6,470.25	A-3 bit. surf. treat.
"	10-S	0.2444	5,905	10,708.50	I-11 bit. conc. pavt.
DesPlaines	38	1.1127	13,688	17,298.17	A-3 bit. surf. treat., streng. gr. or cr. st.
"	39	0.2430	4,727	27,011.50	I-11 bit. conc. pavt., WB mac., C & G
"	42	0.0801	800	11,891.45	PCC wid., C & G
Dixmoor	7	4.1009	47,500	199,994.65	A-3 & C-2 bit. surf. gr. or cr. st., C & G
"	8	----------	----------	[2]1,650.00	Pedestrian subway
"	6	----------	----------	[2]7,274.48	Flashing lights signals & gates
Dixon	36	0.1298	3,593	60,509.43	PCC, gran. base, C & G
"	37	0.1335	2,760	23,776.27	I-11 bit. conc. pavt., PCC approach., C & G
Dolton	20	0.0828	486	5,525.45	I-11 bit. conc. pavt., gr. or cr. st., C & G
"	21	0.0848	1,655	11,723.25	I-11 bit. conc. pavt., gr. or cr. st., C & G
East Alton	17	----------	----------	2,037.14	School crossing signals
"	19	----------	----------	5,231.58	School crossing signals
East Moline	32-TL	----------	----------	3,296.40	School crossing signals
East Peoria	34	----------	----------	20,326.30	C & G & storm sewers
"	39	0.1862	2,965	15,609.74	Bit. surf., gr. or cr. st., C & G, SS
"	40	0.2216	3,740	14,466.62	B-5 bit. surf., gr. or cr. st., C & G
"	41	0.2992	5,680	29,488.09	B-5 bit. surf., gr. or cr. st., C & G
East St. Louis	82	----------	----------	2,137.49	School crossing & traffic signals
"	80	----------	----------	170,997.20	Storm sewers
"	76	----------	----------	50,263.45	Storm sewers
"	81	----------	----------	331,543.88	Storm sewers
"	69-FL	----------	----------	[2]3,737.33	Flashing lights signals & gates
Edwardsville	19	----------	----------	11,907.56	School crossing signals
"	21	----------	----------	2,509.95	School crossing signals
Effingham	20	0.0590	1,299	15,124.80	PCC pavt., C & G
Eldorado	19	0.1869	616	19,670.50	PCC pavt. at intersection, st. returns, C & G., storm sewers
Elgin	49-TL	----------	----------	11,971.83	Traffic control signals
Elgin	59	2.3134	44,918	67,212.93	B-5 bit. surf.
"	57	0.5704	13,471	39,446.75	I-11 bit. conc. pavt.
Elliot	2	0.1270	1,450	2,980.00	A-2 bit. surf. treat. streng. gr. or cr. st.
Elmhurst	61	5.3708	81,011	94,730.25	I-11 bit. conc. pavt., WB mac. base
ElPaso	15	0.2920	8,574	15,550.60	I-11 bit. conc. pavt.
Evanston	56	----------	----------	47,001.15	Traffic control signals
"	57	----------	----------	46,765.30	Reloc. & instal. of st. lighting system
"	58	0.4090	1,180	101,428.65	I-11 bit. conc. pavt., PCC base wid.
Evergreen Park	24	0.4905	10,909	113,680.00	I-11 bit. conc. pavt., gr. or cr. st., C & G
"	25	----------	----------	9,250.75	Traffic control signals
Fairbury	5	0.8532	850	11,482.25	PCC pavt. patch., C & G, SS
"	6	0.7323	8,592	17,016.48	A-3 bit. surf., streng. gr. or cr. st.
Flanagan	4	4.0823	----------	[1]35,632.00	Gr. or cr. st. base
"	4-S	4.0823	42,380	[1]16,903.11	A-3 bit. surf.
Forest Park	39	0.5833	14,091	[2]43,578.70	I-11 bit. conc. pavt., PCC base wid., C & G
"	38	----------	----------	[2]12,940.00	Street lighting & traffic control systems
Freeport	34-S	1.1461	20,217	40,856.50	J-2 sheet asph. pavt.
"	35-S	0.3451	6,634	12,127.50	J-2 sheet asph. pavt.
Galesburg	75	0.3930	9,871	102,420.80	PCC pavt., C & G & SS
"	74	----------	----------	8,291.55	Traffic control signals
Gardner	7	0.7229	5,402	8,010.70	A-3 bit. surf. treat., gr. or cr. st.
Geneseo	10	0.4222	3,805	46,940.83	PCC pavt. wid. with integral curb
Geneva	18	0.5813	16,002	36,958.55	J-2 sheet asph. pavt., C & G
Genoa	11	0.1837	3,570	2,657.38	A-3 bit. surf. treat., streng. gr. base
Georgetown	13	----------	----------	17,252.71	Street lighting system
Gillespie	10-B	----------	----------	6,093.10	CMPPA with oil earth approach.
Glen Ellyn	25	2.3937	32,945	60,059.10	I-11 bit. conc. pavt.
Glencoe	6	----------	----------	11,998.81	Traffic control signals
Glencoe	9	----------	----------	17,040.65	Rehabilitation of street lighting system

TABLE 63.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Glenview	20			8,497.10	Traffic control signals
"	19	1.8867		[2]10,000.00	I-11 bit. conc. pavt., base wid.
Grandview	1			5,760.95	Storm sewer drainage
Granite City	46	0.2689	5,038	48,305.25	A-3 bit. surf. treat., gr. or cr. st., C & G
Grant Park	4	0.3070	3,240	4,545.60	A-3 bit. surf. treat. streng. gr. or cr. st., C & G
Granville	9-S	0.3225	3,461	1,969.90	A-3 bit. surf. treat.
"	10-B			[2]4,970.10	RC box culv.
Hardin	4	0.3710	8,120	53,685.75	A-3 bit. surf. treat., gr. or cr. st. base. C & G
Harvard	15	0.2443	3,153	1,340.76	A-3 bit. surf. treat. streng. gr. o r cr. st.
Harvey	47	6.5682	75,904	90,305.38	C-2 mod. & A-1 bit. surf. treat., gr. or cr. st., patching
"	48	1.4545	24,111	21,849.10	C-2 mod. & A-1 bit. surf. treat., conc., bit. patching
"	49			9,608.90	Traffic control signals
"	50			[2]1,650.00	Pedestrian subway
Havana	17	0.9741	23,360	[1]113,534.26	B-5 bit. surf. gr. or cr. st., C & G
"	15	0.8630	16,100	[2]13,688.40	A-3 bit. surf. treat. soil-cement
Herscher	7	0.9140	9,486	11,929.90	A-3 bit. surf. treat. gr. or cr. st.
Highland Park	25	1.0324	15,796	27,230.60	I-11 bit. conc. pavt.
Highwood	19	0.3710	9,236	24,654.55	I-11 bit. conc. pavt.
Hillsboro	23			2,004.86	School crossing signals
Hillside	8	0.2494	1,975	5,107.00	I-11 bit. conc. pavt.
Hoffman	1-FL			[2]500.00	Flashing lights signals
Hoopeston	19	0.0771	354	5,212.90	PCC pavt. wid., C
Huntley	8	0.1388	2,086	9,637.70	B-4 mod. bit. surf. & A-3 bit. surf. treat., gr. or cr. st., C & G
Hutsonville	3-B			9,746.75	Twin conc. culv.
Island Lake	1-T	0.2083	2,900	1,792.30	A-3 bit. surf. treat.
Itasca	8	0.1902	2,512	8,506.86	A-3 bit. surf. treat., gr. or cr. st., SS
Joliet	89-L			17,305.45	Street lighting system
"	96-TL			3,029.60	Traffic signals
"	98-TL			2,734.70	Traffic control signals
"	92-L			16,175.75	Street lighting system
"	93-TL			3,067.90	Traffic control signals
"	94-TL			7,091.38	Traffic control & school crossing signals
"	80	1.5841	44,608	[2]10,492.20	I-11 bit. conc. pavt., pavt. wid.
Jonesboro	4	0.2611	5,428	40,933.55	A-3 bit. surf. treat. gr. or cr. st., C & G
Kangley	1	0.2928	2,998	1,599.63	Bit. rd. mix.
Kankakee	132	0.4123	8,195	28,898.25	A-3 bit. surf. treat., gr. or cr. st., C & G & SS
"	135			3,893.10	School crossing signals
"	133	0.1705	2,600	6,264.58	A-3 bit. surf. treat., gr. or cr. st., C & G
"	136			1,872.00	School crossing signals
"	140			[2]443.52	PCC sidewalks
Kincaid	4	0.5241	10,470	31,161.46	A-2 mod. bit. surf. treat.
Kingston	1			[2]667.50	Gr. or cr. st.
Lacon	9-S	0.1634	2,644	1,668.31	A-3 bit. surf. treat., C & G
Ladd	13	0.8032	10,749	19,121.96	A-3 bit. surf. treat., new streng. gr. or cr. st.
LaGrange	28	0.3381	10,420	22,465.00	I-11 bit. conc. pavt.
Lake Forest	18	0.1553	3,605	39,748.15	I-11 bit. conc. pavt., gr. or cr. st. wid., C & G, traffic signals
Lansing	17.2	0.1870	3,053	24,038.13	C-2 mod., gr. or cr. st., C & G
"	19	0.5229	8,425	27,994.30	C-2 mod., gr. or cr. st., C & G
LaRose	2-S	0.1992	3,014	1,997.45	A-3 bit. surf. treat.
LaSalle	17	1.4753	25,363	62,766.44	I-11 bit. conc. pavt. gr. or cr. st. base & gr. or cr. st. base wid.
Lawrenceville	12-FL			[2]3,691.65	Flashing lighting signals
Leland	2	0.3826	4,655	3,273.25	Bit. rd. mix. surf., seal coat
LeRoy	12	0.0579		2,684.05	Type B gr. or cr. st. base wid., C & G
Lockport	21-FL			[2]8,440.81	Flashing lights signals & gates
Lombard	27	1.1193	19,149	69,123.30	I-11 bit. conc. pavt.
"	30	2.6589		[1]320,327.23	I-11 bit. conc. pavt. on new & wid. gr. or cr. st., C & G
"	31	0.7714	12,808	29,967.00	I-11 bit. conc. pavt., C & G
McHenry	8	0.0932	3,515	5,603.68	B-5 mod. bit. surf.
"	9	0.2527	5,391	16,902.70	A-3 bit. surf. treat., new & wid. gr. or cr. st.
McLean	5-S	0.4280	2,567	1,719.00	A-3 bit. surf. treat.
Macomb	35	0.2107	4,574	[1]23,803.15	B-5 bit. surf., gr. or cr. st. base, C & G

TABLE 63.—Continued.

Municipality	Section (C S)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Macomb (Cont'd)					
"	34	0.3728	6,116	[1]41,659.10	B-5 bit. surf., gr. or cr. st. base, C & G
"	33	0.2551	4,634	[1]29,778.05	B-5 bit. surf., gr. or cr. st. base, C & G
"	38	0.3556	6,281	[1]12,392.15	B-5 bit. surf.
"	37			16,663.00	Traffic control signals
"	42	0.2928	4,067	[1]23,399.80	B-5 bit. surf., gr. or cr. st., C & G
"	45	0.2902	5,473	[1]27,089.42	B-5 bit. surf., gr. or cr. st., C & G
Madison	24	0.0088	165	2,222.20	PCC pavt. patching, C & G
"	19			[2]1,950.25	C & G
"	22			16,381.39	Traffic control signals
"	21	0.9510	20,060	66,823.28	I-11 bit. conc. pavt.
Magnolia	3	0.2253	2,336	2,368.40	Gr. or cr. st. surf.
Malta	4	0.2241	1,600	[2]769.00	Bit. rd. mix., earth mat. type
Manito	2	0.2646	5,433	31,313.70	A-3 bit. surf. treat., soil-cement base, C & G, SS
Manteno	16	0.3397	3,650	8,593.20	A-3 bit. surf. treat., gr. or cr. st.
"	15	0.6289	9,585	11,645.20	B-5 bit. surf. & A-3 bit. surf. treat., streng. gr. or cr. st.
Maple Park	4-T	0.3095	3,800	2,356.40	A-3 bit. surf. treat.
Marengo	7T & 8T	0.8490	9,803	13,617.81	B-5 bit. surf. streng. gr. or cr. st.
Marion	20	0.2682	3,107	20,967.60	I-11 bit. conc. pavt. PCC
Markham	13	0.7930	7,173	35,369.81	Mod. plant mix, gr. or cr. st. base, ditching
Matteson	14	0.1256	1,842	12,503.53	B-4 mod. bit. surf., gr. or cr. st., C & G
Mattoon	34	0.1005	2,719	18,405.00	I-11 bit. conc. pavt., PCC base cse. wid.
"	36	0.2105	3,333	7,948.01	Oiled earth surf.
"	40	0.0487	2,066	13,459.25	I-11 bit. conc. pavt., PCC base, wid., C & G
"	37			51,994.80	RC bridge
Maywood	43	1.1178	29,716	72,096.90	I-11 bit. conc. pavt., C & G
"	42	0.5494	6,563	58,912.90	I-11 bit. conc. pavt., gr. or cr. st., C & G, street lighting
"	34	0.0835	855	[1]7,250.15	I-11 bit. conc. pavt., gr. or cr. st. base, C & G
"	39			15,759.39	Traffic control signals
Melrose Park	32			9,690.02	Traffic control signals
"	35	0.5445	6,638	43,822.65	I-11 bit. conc. pavt., gr. or cr. st., C & G
"	34	0.0703	727	[1]6,337.51	I-11 bit. conc. pavt., gr. or cr. st., C & G
Metamora	6-S-1	0.1225	1,312	949.24	A-3 bit. surf. treat.
Milan	9	0.7049	3,703	28,400.19	A-3 bit. surf. treat., gr. or cr. st. surf., C & G
Milford	15	0.0208	196	946.66	A-2 bit. surf. treat., gr. or cr. st.
Minier	3	0.0635	1,690	10,292.65	B-5 bit. surf., gr. or cr. st., C & G
Moline	65-1	0.4564	11,494	137,048.77	PCC with integral curb
"	69	1.9385	45,901	[1]129,966.60	I-11 bit. conc. pavt. PCC base wid.
Moline	62	0.1037	2,535	[2]33,790.33	PCC pavt. & curb
Momence	19	0.3430	3,136	6,261.75	A-3 bit. surf. treat., new & wid. gr. or cr. st.
Morris	31	0.4070	6,238	39,699.37	I-11 bit. conc. pavt. & A-3 bit. surf. treat., pavt. wid., gr. or cr. st., C & G
Morton	24			5,831.04	Traffic control signals
"	17	2.2642	43,678	[1]201,630.41	B-4 mod. bit. surf. & I-11 bit. conc. pavt., gr. or cr. st. & exist. & wid. PCC, C & G
"	23	0.3403	6,617	[1]32,329.86	B-5 bit. surf., gr. or cr. st., C & G
"	25	0.7159	13,545	[1]49,385.98	B-5 bit. surf., gr. or cr. st., C & G, SS
Morton Grove	14			3,144.45	School crossing signals
"	13			10,597.05	Traffic control signals
"	17	0.0191	364	1,971.40	I-11 bit. conc. pavt., WB mac. base cse.
"	18	0.4471	8,950	[1]67,376.80	I-11bit. conc. pavt., WB mac. base cse., C & G
"	19	0.1899	3,491	20,853.20	I-11 bit. conc. pavt., WB mac. base cse., C & G
"	20	0.0328	710	3,433.05	I-11 bit. conc. pavt., WB mac. base cse. wid.
"	21	0.1155	1,818	10,791.05	I-11 bit. conc. pavt., WB mac. base cse., C & G
Mt. Carroll	7	0.2346	5,288	35,649.55	A-3 bit. surf. treat. or gr. or cr. st., C & G
Mount Prospect	10	0.1797	1,121	18,015.12	PCC pavt. wid., C & gr. or cr. st. median

TABLE 63.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Mount Prospect—(Cont'd)					
"	8	----------	----------	12,552.19	Traffic control signals
"	12	0.5541	5,580	[1]58,075.55	I-11 bit. conc. pavt., WB mac. & PCC pavt. wid., C & G
"	14	2.2070	45,188	93,248.48	I-11 bit. conc. pavt. & A-1 bit. surf. treat.
Mt. Vernon	43	0.0833	----------	[2]2,901.06	Gr. or cr. st. surf.
Mundelein	6	0.8233	34,182	29,952.10	B-5 bit. surf.
Murphysboro	19	0.6698	13,013	114,901.93	A-3 bit. surf. treat., gr. or cr. st. & PCC pavt.
Naperville	26	0.0570	1,263	3,089.00	I-11 bit. conc. pavt., gr. or cr. st.
"	25	0.2932	7,450	43,932.33	I-11 bit. conc. pavt., gr. or cr. st., C & G
New Lenox	2-FL	----------	----------	[2]1,825.54	Flashing light signals
Normal	37-S	0.4170	3,662	17,095.95	B-5 bit. surf.
"	38	0.5936	9,720	29,831.69	A-3 bit. surf. treat., gr. or cr. st., C & G
"	39	0.5620	2,309	10,077.45	Base wid.
"	39-S	0.5620	8,150	10,945.00	I-11 bit. conc. pavt., gr. or cr. st. wid.
North Chicago	34	0.1988	4,171	10,594.41	I-11 bit. conc. pavt.
"	35	0.2562	3,580	9,595.31	I-11 bit. conc. pavt.
"	33	0.7489	9,970	[2]12,726.06	I-11 bit. conc. pavt.
"	37-SS	----------	----------	14,133.00	Storm sewers
"	38	0.5140	14,940	38,940.85	I-11 bit. conc. pavt., SS
"	39	0.2386	3,460	7,436.10	I-11 bit. conc. pavt.
North Chillicothe	12	0.1487	1,862	5,083.50	A-3 bit. surf. treat., gr. or cr. st. base
"	11	0.0623	3,257	[2]3,916.50	A-3 bit. surf. treat., gr. or cr. st., C & G
"	13	0.1500	1,665	[2]3,062.00	A-3 mod. bit. surf. treat., new gr. or cr. st.
North Pekin	8	0.0644	906	2,113.85	Gr. or cr. st. base
North Riverside	15 & 16	0.5983	9,126	48,299.65	I-11 bit. conc. pavt., gr. or cr. st., C & G
Northbrook	24	----------	----------	8,449.32	Traffic control signals
Northfield	6	----------	----------	3,416.05	School crossing signals
"	5	----------	----------	12,607.30	Traffic control signals
Northlake	7	----------	----------	2,495.16	School crossing signals
"	8	0.9916	8,450	115,550.00	I-11 bit. conc. pavt., PCC base wid., C & G
Norwood	3	----------	----------	2,221.40	Ditches & storm drain facilities
Oak Lawn	18	0.3545	10,909	[1]97,278.00	I-11 bit. conc. pavt., WB mac., C & G
"	22 & 22.1	0.5501	10,540	88,532.00	I-11 bit. conc. pavt., WB mac., C & G
Oak Park	105	----------	----------	43,675.00	Removal & replacement of C & G
O'Fallon	11	0.6660	----------	65,984.55	Oiled earth surf., C & G, SS
Orion	5	0.1534	1,386	8,714.05	Gr. or cr. st. base wid.
Oswego	10	0.2392	5,210	29,614.18	A-3 bit. surf. treat., gr. or cr. st. base, C & G
Ottawa	58	1.1430	24,943	105,335.18	I-11 bit. conc. pavt., PCC wid., C & G
Palatine	12	0.7931	12,713	30,066.30	I-11, A-1, A-3 bit. surf.
"	11	----------	----------	4,619.30	School crossing signals
Park Forest	13	1.6510	27,536	54,781.15	C-2 mod. bit. surf.
"	14	1.2810	18,519	14,851.60	C-2 mod. bit. surf.
"	10-C	0.5600	----------	59,105.75	Road excavation
Park Ridge	36	3.0940	47,820	173,536.25	I-11 bit. conc. pavt., conc. & WB mac., C & G
Pekin	60	0.8220	13,100	[1]54,973.31	B-5 bit. surf., gr. or cr. st., C & G
"	62	2.3473	39,950	[1]145,448.41	B-5 bit. surf., gr. or cr. st., C & G
"	61	0.4137	7,160	[1]34,297.24	B-5 bit. surf., gr. or cr. st., C & G
"	63	0.6943	11,214	[1]41,535.18	B-5 bit. surf., gr. or cr. st., C & G
"	64	0.6366	10,765	[1]49,572.24	B-5 bit. surf., gr. or cr. st., C & G
"	65-TL	----------	----------	6,683.10	Traffic control signals
Peoria	95-TL	----------	----------	[2]5,001.50	Traffic control signals
"	98-Q	0.4922	9,641	[1]26,571.88	I-11 bit. conc. pavt.
"	99-Q	0.9134	17,814	[1]26,147.72	I-11 bit. conc. pavt., C
"	97-Q	0.6888	13,690	[1]21,758.84	Bit. conc. pavt.
"	100-Q	0.7510	14,760	[1]39,229.57	I-11 bit. conc. pavt. on conc., C
"	101-Q	0.2590	7,830	[1]17,422.18	I-11 bit. conc. pavt.
Peoria Heights	40-TL	----------	----------	[2]5,001.50	Traffic control signals
Peotone	10	0.3020	3,702	10,028.00	B-5 bit. surf., gr. or cr. st. base & base wid.
Plainfield	9-SS	----------	----------	[2]20,455.25	Storm sewers
"	10	0.1583	5,796	24,577.85	I-11 bit. conc. pavt. on PCC wid., C & G
Plano	9	0.4284	8,069	37,777.87	Bit. rd. mix. surf., gr. or cr. st., C & G

TABLE 63.—Continued.

Municipality	Section (C S)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Pontiac	33	0.2470	4,498	42,742.80	A-3 bit. surf. treat., gr. or cr. st., C & G, SS
"	34	0.0600	1,430	17,277.69	B-5 bit. surf., gr. or cr. st. wid., C & G
Pontiac	35	0.0580	1,075	7,924.15	A-3 bit. surf. treat., gr. or cr. st., C & G
Princeton	23-TL			4,911.45	Rehabilitation of traffic signals
"	24	0.2394	4,197	22,079.30	Ty. B base cse. with C & G
"	25	0.3102	6,282	32,007.95	Ty. B base cse., C & G, SS
Princeville	21	0.0564	784	5,684.45	Ty. B base cse. wid., C & G
Prophetstown	8-SS			19,771.20	Storm sewer
Quincy	101	0.7281	15,873	127,792.26	B-5 bit. surf., gr. or cr. st., C & G
"	99	0.4903	10,522	68,791.52	B-5 bit. surf., gr. or cr. st., C & G
Ramsey	4	0.3835		3,519.29	A-3 bit. surf. treat., gr. or cr. st.
Reddick	3-S	0.1458	2,108	1,180.80	A-3 bit. surf. treat.
Riverdale	19	0.2430	4,569	10,881.50	C-2 bit. surf.
River Forest	19			9,281.00	Traffic control signals
"	22			[2]15,417.15	Street lighting & traffic control signals
"	23	0.5833	14,091	[2]60,496.95	I-11 bit. conc. pavt., PCC wid., C & G
"	24			18,179.03	Removal & replacement of C & G
Riverside	25			[2]89,071.02	Storm sewers
Robbins	4	0.6893	15,879	30,401.65	A-3 bit. surf. treat., gr. or cr. st. base
Robinson	23	0.2209	4,251	[1]25,265.62	A-3 bit. surf. treat., gr. or cr. st., C & G
Rock Falls	28	0.5870	11,616	[1]32,703.90	Type B surf., C & G
"	28-S	0.5870	11,076	14,378.60	B-5 bit. surf.
"	26-S	0.2457	5,809	7,682.65	B-5 bit. surf.
Rock Island	46-TL			5,849.60	Traffic control signals
Rockdale	11	0.1694	2,570	10,623.55	A-3 bit. surf. treat., gr. or cr. st., C & G
Rockford	148-1			15,361.60	Cleaning & repairing substructure
"	140	0.3004	7,734	112,507.51	PCC pavt. & I-11 bit. conc. pavt., on new PCC base wid., C & G, TL
"	160	0.2544	2,166	16,060.45	I-11 bit. conc. pavt. & new PCC wid., C & G, medians
"	159-TL			8,210.88	School crossing signals
"	161-TL			27,277.65	Traffic signals
Rockford	163	0.1969	4,715	[1]56,756.95	B-5 bit. surf., gr. or cr. st., C & G
Rolling Meadows	5	0.5055	23,347	11,545.00	I-11 bit. conc. pavt.
"	6	0.7789	10,900	18,424.00	I-11 bit. conc. pavt.
"	7	0.3788	10,620	10,620.00	I-11 bit. conc. surf.
Round Lake Beach	4	0.1953	4,560	27,470.50	I-11 bit. conc. pavt., gr. or cr. st., C & G
Sandwich	18	0.3445	4,465	[2]3,455.17	Type B base
"	19	0.0523	1,545	9,497.70	B-5 bit. conc. surf., gr. or cr. st., C & G
Saybrook	8			2,470.95	RC box culv.
"	9			3,331.47	Sidewalk & curb., gr. or cr. st., wid.
Shabbona	5-IT & 6	0.3106	6,825	2,589.45	A-2 mod. bit. surf. treat.
Sheffield	12-1			1,676.23	C & G
Skokie	23			20,536.49	Traffic control signals
"	22			6,475.53	School crossing signals
"	26	0.2400	4,411	42,460.25	I-11 bit. conc. pavt., WB mac. base, C & G
"	25			2,499.62	School crossing signals
"	24			21,807.28	Traffic control signals
South Elgin	6	0.6064	8,715	9,937.03	B-5 bit. surf.
South Holland	12.1			9,676.50	Storm sewer
South Wilmington	4	0.8773	9,269	6,806.24	Gr. or cr. st. surf.
Springfield	131			82,258.63	Traffic control & school crossing signals
St. Charles	22-B			13,547.60	CMPPA
"	21	0.9943	16,892	77,899.10	A-3 bit. surf. treat., soil-cement base, C & G
"	20	0.3144	5,205	32,493.65	A-3 bit. surf. treat., gr. or cr. st., C & G
Steeleville	6	0.2080	4,494	24,485.76	A-3 bit. surf. treat., gr. or cr. st., C & G
Sterling	42-S	0.5377	9,354	10,767.50	B-4 mod. bit. surf.
"	41-S	0.2657	4,408	5,210.00	B-4 mod. bit. surf.
"	40-S	0.1407	2,777	3,207.50	B-4 mod. bit. surf.
"	38-S	0.1534	2,674	5,777.75	I-11 bit. conc. pavt.

TABLE 63.—Continued.

Municipality	Section (CS)	Length (Miles)	Surface (Square Yards)	Contract Price	Type
Stockton	12-S	0.2498	6,633	6,719.80	B-3 bit. surf.
Stone Park	4	0.1138	3,104	8,479.70	A-3 & A-1 bit. surf. treat., gr. or cr. st.
"	3			11,762.08	Traffic control signals
Streator	17	0.7564	20,000	53,979.73	I-11 bit. conc. pavt., PCC wid., C & G
"	18-L			9,415.48	Street lighting system
Summit	22	8.3727	107,878	615,913.84	I-11 bit. conc. pavt.
"	23	2.6258	38,435	65,063.20	I-11 bit. conc. pavt.
Sycamore	25	0.2013	782	13,285.10	PCC wid., C & G
Thornton	8	0.4260	7,890	20,358.75	C-2 bit. surf., gr. or cr. st., C & G
Tonica	4	0.4466	2,200	6,494.50	A-3 bit. surf. treat., gr. or cr. st.
Towanda	3-S	0.5559	5,676	3,013.60	A-3 bit. surf. treat.
Tremont	7	0.0534	920	2,211.05	B-5 bit. surf., gr. or cr. st., C & G
Troy Grove	4	0.4279	4,041	4,113.52	A-3 bit. surf. treat., gr. or cr. st.
Ullin	4-B			26,841.95	3 span reinf. conc. slab bridge
Urbana	100	0.3208	5,504	[1]42,857.25	I-11 bit. conc. pavt., gr. or cr. st., C & G
"	99	0.2405	3,387	[1]30,454.10	PCC pavt., C & G
"	97	1.0181	23,152	[1]193,477.69	I-11 bit. conc. pavt., PCC wid., C & G, street lights, school crossing signals, SS
Vandalia	22	0.2348	7,261	17,917.51	I-11 bit. conc. pavt. & PCC wid., C & G
Varna	3-S	0.1347	1,503	[2]1,182.33	A-3 bit. surf. treat., C & G
Venice	19	See Madi	son-19-CS		C & G
"	20	0.2370	4,156	13,624.70	PCC pavt. & A-3 bit. surf. treat., gr. or cr. st.
Villa Grove	5	0.1871	3,093	18,971.70	I-11 bit. conc. pavt. PCC wid., conc. gutter
Villa Park	20	1.6928	24,969	34,298.30	B-5 mod. bit. surf.
Washington	29			3,361.05	Remov. & replacement of curb
Wauconda	3	0.4835	10,550	35,413.40	Gr. or cr. st., base, C & G
Waukegan	94	0.7489	9,970	7,258.28	I-11 bit. conc. pavt.
"	88-TL			[2]15,802.60	Traffic control signals
"	95-TL			9,267.35	Traffic control signals
"	92	See Lake	Co. 143-MFT	[2]16,186.12	
"	62-BR			28,110.00	Gunite repair of 3-span bridge
"	98	0.6748	10,792	60,744.44	I-11 bit. conc. pavt., gr. or cr. st.
Westchester	14	0.7723	15,109	16,935.25	I-11 bit. conc. pavt.
West Chicago	14	0.1843	4,630	8,726.40	I-11 bit. conc. pavt.
Westmont	16	0.0797	1,165	7,705.02	A-3 bit. surf. treat., gr. or cr. st., C & G
"	18-D			10,778.20	Storm sewer
"	17-TL			4,350.36	School crossing signals
Westville	14	0.0783	1,387	15,353.58	A-3 bit. surf. treat., gr. or cr. st., C & G
Wheaton	25	0.3581	4,891	36,325.05	J-1 sheet asph.
"	30	0.3125	7,109	66,270.20	J-1 sheet asph., gr. or cr. st. wid., C & G
Wilmette	33			35,193.10	Traffic signals & street lights, etc.
"	34	0.4837	10,910	90,762.30	I-11 bit. conc. pavt. on WB mac., C & G
"	35	0.7032	9,885	25,330.20	I-11 bit. conc. pavt.
Wilmington	13	3.0170	20,780	[1]249,685.94	B-5 bit. surf., gr. or cr. st. base
Winfield	3	0.5856	8,560	18,562.80	A-3 mod. bit. surf. treat., gr. or cr. st.
Winnetka	26	0.8239	10,818	12,279.55	I-11 bit. conc. pavt.
"	27	0.2343	6,054	34,150.25	I-11 bit. conc. pavt. & PCC wid. & gr. or cr. st. wid., C & G
Winslow	4-1S	0.1591	3,380	2,060.85	A-3 bit. surf. treat.
Woodstock	29	0.2916	6,059	16,871.45	B-5 bit. surf., gr. or cr. st. wid., C & G
Zion	20	10 2843	199,120	778,820.67	A-3 bit. surf. treat., soil-cement, C & G
Total		221.3505	3,733,737	$36,475,718.79	

Notes:

Costs shown for the City of Chicago do not include the cost of adjusting utility equipment by city forces.

[1] Special assessment or bond issue projects. The amount shown is the full contract price. The cost to be retired with MFT funds, for most of the projects, was not known at the time of the table preparation.

TABLE 63.—Concluded.

[2] Work done in conjunction with a county, adjoining municipality, railroad, State, or work paid for in part with municipal or private funds. Only the MFT portion (portion known at the time of table preparation) of the contract price is included in the tabulation.

[3] Includes unknown amount to be paid by property owners.

[4] On City of Chicago expressway system.

Meaning of abbreviations used in the above table:

Approach.—Approaches
Asph.—Asphalt
Bit.—Bituminous
C—Curb
Cantil.—Cantilever
C & G—Combination Concrete Curb & Gutter
Chan.—Channel
CMP—Corrugated Metal Pipe
CMPPA—Corrugated Metal Plate Pipe Arch
Conc.—Concrete
Connect.—Connection
Cr. St.—Crushed Stone
Cse.—Course
Culv.—Culvert
Gr.—Gravel
Gran.—Granular
Instal.—Installation
Inter.—Intersection
Mac.—Macadam
Mod.—Modified
Pavt.—Pavement
PCC—Portland Cement Concrete
RC—Reinforced Concrete
Rd.—Road
Reconstr.—Reconstruction
Reinf.—Reinforced
Reloc.—Relocation
RR—Railroad
SS—Storm Sewer
Streng.—Strengthen
Struct.—Structural
Surf.—Surface
TL—Traffic Lights
Treat.—Treatment
Ty.—Type
WB—Waterbound
Wid.—Widening

A-1, A-2, A-3, B-1, B-2, B-3, B-4, B-5, C-2, I-11, J-1, J-2, etc., refer to various types of bituminous surfaces in the standard specifications.

TABLE 64.—MUNICIPAL DAY LABOR CONSTRUCTION AUTHORIZED DURING 1959.

Municipality	Section (C S)	Length (Miles)	Surface (Square Yards)	Estimated Cost	Type
Alton	83	0.9280	10,111	$ 5,437.04	Bit. rd. mix. earth mat. ty., seal coat
Chicago	[1]80 sections			832,038.66	Traffic control signals
Chicago	7 sections			1,110,439.68	Street lighting
Cicero	79			11,162.80	Traffic control signals
Henry	5	0.0600	600	820.00	Gr. or cr. st. surf.
Lacon	11	0.2877	4,390	2,648.00	Gr. or cr. st. surf.
Lacon	10	0.0580		506.48	Gr. or cr. st. surf.
Malden	[1]4-S	0.3453	5,098	5,902.42	A-3 bit. surf. treat., gr. or cr. st.
New Bedford	1-S	0.2621	3,131	1,465.21	A-3 bit. surf. treat.
North Chicago	36-SS			9,201.25	Storm sewers
Oak Park	104			15,841.15	Street lighting system
Rantoul	15			39,972.00	Street lighting system
Sheffield	12	0.1449	3,150	6,530.42	A-3 bit. surf. treat., gr. or cr. st.
Sibley	3	0.2328	2,868	2,712.11	Gr. or cr. st. surf.
Stone Park	3			11,762.08	Traffic control signals & pedestrian detectors
Winnetka	24			1,455.00	Push button school crossing signals
Total	101	2.3188	29,348	$2,057,894.30	

Note:

[1] Built in conjunction with adjoining municipality. Only the cities' portion is shown in above table.

Abbreviations used in above table:

Bit.—Bituminous
Cr. St.—Crushed Stone
Gr.—Gravel
Rd.—Road
Surf.—Surface
Treat.—Treatment
Ty.—Type
"A-3"—Refers to a type of bituminous surface in the Standard Specifications for Road and Bridge Construction.

TABLE 65.—MUNICIPAL CONSTRUCTION COMPLETED DURING 1959.

Municipality	Concrete Pavement and Surfaces on a Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over[5]
	Widening and Single Lane	Two-lane	Three-lane	Four-lane or Over	On an Existing Rigid Base	Not on a Rigid Base			
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Abingdon					1.04				
Algonquin						0.13			
Alsip						0.38			
Alton						0.93			
Amboy						2.79			
Andalusia						0.34			
Aroma Park						0.21			
Ashton						0.19			
Aurora					3.46				
Bartonville					0.24	1.19			
Batavia						0.55			
Belleville					.022				
Bellevue						0.35			
Bellwood					2.40	1.52			
Bensenville					0.20				
Berkeley						0.26			
Berwyn					0.64				
Bloomington					3.07	0.25	0.84		
Blue Island						0.39			
Bonfield							0.15		
Bourbonnais						1.02			
Braceville							0.21		
Bradley						0.37	0.46		
Bridgeport					0.28				
Brookfield						1.76			
Brookport						0.33			
Cabery						0.14	0.12		
Calumet City						0.86			
Canton						0.72			
Carpentersville					0.61	0.02			
Carrier Mills					0.28				
Champaign					0.49				
Chester						0.49			
Chicago					25.02				

Chicago (Expwy.)				0.82					9
Chicago Heights						0.71			
Chillicothe						0.12			
Coal City						0.90			
Crystal Lake						1.24	1.24		
Danville									1
Decatur					0.49				
DeKalb					0.39	0.11			
DePue					0.24	0.75			
DesPlaines	0.08					1.15			
Dixmoor						4.10			
Dolton						0.16			
Downers Grove					0.89				
DuQuoin						0.30			
East Moline				0.47					
East Peoria						0.65			
Effingham				0.06		0.20			
Elgin					2.88				
Elmhurst					1.52	5.06			
El Paso					0.29				
Evanston					0.99				
Flanagan						4.08	4.08		
Forest Park									
Freeport					1.50				
Galesburg				0.39					
Gardner						0.45	0.28		
Geneseo	0.42								
Geneva					0.58				
Genoa						0.18			
Glen Ellyn					2.39	0.42			
Glenview			0.08			0.30			
Grant Park						0.31			
Granville						0.32			
Green Rock						0.58			
Green Valley						2.28			
Hardin						0.32			
Harrisburg						0.37			
Harvard						0.42			
Harvey					0.35	0.92			
Havana						0.30			
Henry						0.25	0.06		
Herscher						0.91			
Highland Park					0.34	0.70			
Highwood	0.16				0.37				
Hinckley						0.32			
Hoopeston	0.08								
Hudson							0.41		
Huntley						0.09			
Island Lake						0.21			
Itasca						0.19			

TABLE 65.—Continued.

Municipality	Concrete Pavement and Surfaces on a Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over[5]
	Widening and Single Lane	Two-lane	Three-lane	Four-lane or Over	On an Existing Rigid Base	Not on a Rigid Base			
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Jeffersonville					0.67				
Kangley						0.30			
Kankakee						1.72			
Kewanee						0.84			
Kincaid						0.52			
Lacon						0.16	0.06		
LaGrange					0.17	0.19			
Lake Forest					0.08				
Lansing						0.92			
LaRose						0.20			
LaSalle					1.47	0.01			
Lawrenceville						0.42			
Leland						0.38			
LeRoy							0.06		
Lombard					0.77				
Loves Park						0.64			
Lyons						1.00			
Macomb					0.36	0.84			
Madison					0.02				
Magnolia							0.23		
Manteno						0.63			
Maple Park						0.31			
Marengo						0.85			
Marion					0.27	0.37			
Matteson						0.13			
Mattoon	0.05				0.10			0.41	
Maywood					5.35				
McHenry					0.09		0.06		
Mendota						0.13			
Metamora						0.12			
Milan						0.20			
Milford					0.41	0.02			
Minier						0.07			
Momence						0.34			

Morris					0.18	0.45			
Morton					0.06	3.68			
Morton Grove						0.68			
Mount Prospect	0.18				0.33	0.16			
Mt. Carmel			0.47	0.20					
Mt. Carroll						0.23			
Mundelein					0.92				
Naperville						0.06			
New Bedford						0.26			
Niles					0.21	2.66			
Normal					0.87	0.11	0.87		
North Chicago					2.55				
North Chillicothe						0.35			
North Pekin						0.22	0.06		
North Riverside						0.60			
Northbrook				0.13					
Oak Lawn						1.41			
Olney						0.10			
Palmer						0.52			
Pana					0.25				
Papineau						0.49			
Paris					0.11				
Park Forest						2.72			
Park Ridge					0.80	0.58			
Pekin						4.91			
Peoria					1.60				
Plano						0.43			
Pleasant Hill						0.15			
Princeton						0.33			
Princeville							0.06		
Quincy						0.70			
Rantoul				0.31	0.16				
Rapids City							0.09		
Reddick						0.14			
Ridott						0.33			
River Forest					0.58				
Robbins						0.69			
Rock City						0.15			
Rock Falls						0.84	1.93		
Rockford				0.11	0.75				
Rolling Meadows					0.51				
Round Lake Beach						0.95			
Roxana						0.90			
Sandwich							0.34		
Shabbona						0.31			
Sheffield						0.14			
Skokie					1.71				
South Elgin						0.61			
Sparland						0.07			
Springfield				0.40	0.22				
Sterling						1.10			

TABLE 65.—Concluded.

Municipality	Concrete Pavement and Surfaces on a Concrete Base				Bituminous Surfaces		Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over[5]
	Widening and Single Lane	Two-lane	Three-lane	Four-lane or Over	On an Existing Rigid Base	Not on a Rigid Base			
	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Miles	Number
Stockton						0.25			
Streator					0.76				
Summit					5.50				
Sycamore	0.20								
Taylorville					1.48				
Thornton						0.43			
Tilton						0.48			
Towanda						0.56	0.56		
Tremont						0.05			
Troy Grove						0.43			
Urbana		0.24			1.02	0.32			
Vandalia						0.22			
Varna						0.13			
Venice						0.92			
Villa Grove					0.19				
Villa Park					1.69				
Walnut Hill						0.45			
Washburn						1.24			
Watseka						0.42			
Wauconda							0.48		
Waukegan					1.49	0.19			
Wenona						0.37			
Westchester					0.77				
Wheaton					0.36	0.28			
Wilmette					0.70	0.49			
Winfield						0.59			
Winnetka					1.25				
Winslow						0.16	0.23		
Woodstock					0.29				
Zeigler					0.36				
Zion						9.96			
Total	[1]1.17	0.24	0.55	2.89	[2]88.60	[3]101.84	[4]12.88	0.41	10

Notes: The above table does not include miscellaneous improvements such as, storm sewers, traffic control signals, curb and gutter, street lights, building alteration, building removal, and bridges or culverts less than 20-foot span, etc.

[1] PCC widening.

[2] Includes the following types:

Subclass B-4	0.89 mile
Subclass B-4 mod.	0.24 mile
Subclass B-5	7.12 miles
Subclass B-5 Mod.	0.09 mile
Subclass C-2 mod.	0.35 mile
Subclass I-11	74.01 miles
Subclass J-1	0.36 mile
Subclass J-2	5.54 miles
Total	88.60 miles

[3] Includes the following types:

Subclass A-1	1.92 miles
Subclass A-2	0.02 mile
Subclass A-2 mod.	1.84 miles
Subclass A-3	42.89 miles
Subclass A-3 mod.	1.16 miles
Subclass B-1 mod.	0.15 mile
Subclass B-3	0.79 mile
Subclass B-4	0.43 mile
Subclass B-4 mod.	5.98 miles
Subclass B-5	11.04 miles
Subclass B-5 mod.	0.13 mile
Subclass C-2 mod.	6.94 miles
Subclass I-11	24.56 miles
Subclass J-1	0.28 mile
Bituminous road mix	3.71 miles
Total	101.84 miles

[4] Includes the following types:

Type B surface	4 62 miles
Type B base	8.26 miles
Total	12.88 miles

[5] Includes 9 highway grade separations and one bridge.

TABLE 66,—MOTOR FUEL TAX FUNDS AVAILABLE AND DISBURSED TO COUNTIES DURING 1959 FOR IMPROVEMENT OF LOCAL RURAL ROADS[1].

County	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Township Indebtedness	Disbursed for: Maintenance	Disbursed for: [3]Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Adams	$501,988.58	$197,945.21	$699,933.79	$52,703.52	$[2]—1,885.27	$ 1,043.46	$ 6,747.00		$ 45,011.76		$103,620.47	$596,313.32
Alexander	22,981.10	41,012.66	63,993.76	532.20		1,067.54	602.95		4,574.47		6,777.16	57,216.60
Bond	46,435.92	99,277.17	145,713.09		[2]—725.05	35.63	6,629.03		86,146.65		92,086.26	53,626.83
Boone	24,027.74	72,304.82	96,332.56	36,866.62	12,109.59		1,139.99		5,589.22		55,705.42	40,627.14
Brown	72,386.13	72,167.75	144,553.88		71,881.08	269.36	8,145.02		8,978.68		89,274.14	55,279.74
Bureau	195,452.83	194,078.19	389,531.02	16,844.40	86,509.36		7,281.76				110,635.52	278,895.50
Calhoun	53,061.88	47,499.40	100,561.28		9,535.78		1,866.77		43,154.30		54,556.85	46,004.43
Carroll	51,471.94	100,419.08	151,891.02	18,049.00	51,974.06		5,580.08				75,603.14	76,287.88
Cass	155,154.69	75,109.71	230,264.40	18,748.43	75,073.33	1,392.30	5,895.18		19,680.28		120,789.52	109,474.88
Champaign	191,247.93	293,434.73	484,682.66	99,357.91	9,331.42		9,305.32		160,054.69		278,049.34	206,633.32
Christian	272,158.83	225,706.76	497,865.59		59,840.22	1,620.56	5,640.33		130,898.50		197,999.61	299,865.98
Clark	85,885.71	139,476.07	225,361.78	[2]—113.73	26,867.52		7,922.06		92,225.72		126,901.57	98,460.21
Clay	74,861.15	143,106.92	217,968.07		122,635.89		12,141.70		22,177.56		156,955.15	61,012.92
Clinton	46,775.45	114,818.42	161,593.87		47,312.88		7,040.75		55,589.20		109,942.83	51,651.04
Coles	84,223.82	144,436.32	228,660.14		14,275.15		4,734.21		99,912.93		118,922.29	109,737.85
Cook	293,668.75	130,701.46	424,370.21	127,107.98			11,705.83				138,813.81	285,556.40
Crawford	106,973.78	124,905.68	231,879.46		47,996.09		2,819.44		38,851.13		89,666.66	142,212.80
Cumberland	45,431.02	102,975.12	148,406.14	525.02	27,707.82		5,204.95		75,196.15		108,633.94	39,772.20
DeKalb	190,343.76	159,968.30	350,312.06	70,269.34	28,842.04		7,382.69		2,290.09		108,784.16	241,527.90
DeWitt	73,931.68	112,549.49	186,481.17		[2]—72.02		4,179.70		109,033.92		113,141.60	73,339.57
Douglas	13,343.21	121,909.43	135,252.64				[2]—17.47		66,356.43		66,338.96	68,913.68
DuPage	119,846.33	128,710.48	248,556.81	66,226.64			5,820.11		12,860.45		84,907.20	163,649.61
Edgar	113,775.10	172,078.96	285,854.06	47,214.65	78,463.82	100.00	11,009.21		43,222.88		180,010.56	105,843.50
Edwards	111,903.69	60,647.98	172,551.67	28,646.04	2,847.47		3,572.42	$ 3,250.00	27,694.89		66,010.82	106,540.85
Effingham	43,520.20	135,931.06	179,451.26				3,031.61		105,161.47		108,193.08	71,258.18
Fayette	177,529.01	213,769.59	391,298.60		66,437.89		15,522.95		145,234.36		227,195.20	164,103.40
Ford	80,818.27	143,512.91	224,331.18	17,253.27	46,964.22		10,593.64	10,000.00	48,169.12		132,980.25	91,350.93
Franklin	75,258.93	120,642.07	195,901.00	[2]—30.45	64,069.85		2,848.67		35,222.46	$ 97.33	102,207.86	93,693.14
Fulton	221,337.79	180,185.09	401,522.88	90,666.39		469.00	11,025.68	3,315.00	328.05		105,804.12	295,718.76
Gallatin	88,629.67	66,486.62	155,116.29		37,753.97		1,701.27		21,895.56		61,350.80	93,765.49
Greene	150,043.86	118,122.03	268,165.89		51,024.01		6,575.74		36,170.29		93,770.04	174,395.85
Grundy	61,080.97	102,289.77	163,370.74	27,246.36	31,611.43		4,712.28				63,570.07	99,800.67
Hamilton	28,714.77	137,941.62	166,656.39		60,304.32		5,846.63		64,643.09		130,794.04	35,862.35

Hancock	576,565.31	213,319.08	789,884.39	200,190.90	5,784.66	447.00	6,046.13	----------	33,369.50	----------	245,838.19	544,046.20
Hardin	44,532.00	32,064.45	76,596.45	----------	----------	----------	1,501.74	----------	8,127.07	----------	9,628.81	66,967.64
Henderson	99,484.56	83,437.35	182,921.91	14,864.51	47,097.63	----------	2,525.61	----------	24,201.46	----------	88,689.21	94,232.70
Henry	288,112.92	206,489.49	494,602.41	1,745.54	54,174.69	----------	12,904.01	----------	27,404.08	----------	96,228.32	398,374.09
Iroquois	183,373.25	286,450.92	469,824.17	13,189.05	102,729.22	----------	13,103.21	----------	119,517.46	----------	248,538.94	221,285.23
Jackson	198,109.60	119,754.99	317,864.59	26,000.75	22,445.50	[2]—125.00	2,806.43	----------	54,430.37	----------	105,558.05	212,306.54
Jasper	97,225.21	147,288.49	244,513.70	271.45	77,103.98	----------	5,905.76	----------	39,763.90	----------	123,045.09	121,468.61
Jefferson	52,067.69	173,766.10	225,833.79	----------	12,089.44	----------	6,710.23	----------	160,985.67	----------	179,785.34	46,048.45
Jersey	116,080.93	72,788.09	188,869.02	----------	80,914.79	----------	5,602.69	----------	19,422.39	----------	105,939.87	82,929.15
JoDaviess	102,376.43	118,491.26	220,867.69	18,248.01	45,330.27	----------	11,336.09	7,117.18	49,206.79	----------	131,238.34	89,629.35
Johnson	72,982.98	67,311.65	140,294.63	----------	19,673.94	138.62	4,090.49	----------	22,188.99	1,025.72	47,117.76	93,176.87
Kane	193,456.08	96,712.83	290,168.91	53,151.91	24,383.53	----------	3,957.17	----------	15,644.19	----------	97,136.80	193,032.11
Kankakee	234,903.39	170,391.89	405,295.28	92,070.32	64,894.76	----------	10,288.05	----------	19,675.04	----------	186,928.17	218,367.11
Kendall	164,392.58	70,694.43	235,087.01	33,208.76	13,269.11	1,349.00	5,261.33	----------	[2]—85.93	----------	53,002.27	182,084.74
Knox	123,001.44	169,053.49	292,054.93	145,953.00	21,626.64	566.00	12,888.36	----------	6,759.34	----------	187,793.34	104,261.59
Lake	110,887.51	128,586.42	239,473.93	32,206.62	82,233.82	----------	6,731.73	----------	7,049.79	----------	128,221.96	111,251.97
LaSalle	326,179.41	286,188.85	612,368.26	73,215.62	140,238.19	----------	14,839.42	10,000.00	15,626.97	----------	253,920.20	358,448.06
Lawrence	267,243.29	100,394.68	367,637.97	79,854.15	12,127.02	809.76	4,997.89	----------	56,763.86	----------	154,552.68	213,085.29
Lee	107,833.97	173,231.79	281,065.76	48,914.79	103,798.81	----------	11,969.77	----------	----------	----------	164,683.37	116,382.39
Livingston	260,118.16	314,289.71	574,407.87	65,538.34	208,530.05	----------	9,131.55	24,000.00	36,386.36	----------	343,586.30	230,821.57
Logan	143,356.00	149,444.33	292,800.33	66,226.94	25,597.73	[2]—406.83	8,945.03	----------	23,857.22	----------	124,220.09	168,580.24
McDonough	155,175.76	159,376.58	314,552.34	11,428.36	93,301.65	----------	2,278.98	----------	4,702.26	----------	111,711.25	202,841.09
McHenry	181,993.61	158,353.71	340,347.32	72,744.28	83,319.84	----------	12,977.33	----------	10,627.19	----------	179,668.64	160,678.68
McLean	79,280.29	288,539.63	367,819.92	256,980.59	8,639.38	----------	15,387.51	----------	980.00	----------	281,987.48	85,532.44
Macon	122,508.37	168,980.41	291,488.78	22,644.98	26,170.60	300.00	8,428.86	----------	87,501.40	----------	145,045.84	146,442.94
Macoupin	90,780.81	208,149.39	298,930.20	12,771.69	9,436.85	----------	8,468.19	----------	195,839.71	----------	226,516.44	72,413.76
Madison	222,264.45	183,804.96	406,069.41	3,016.04	[2]—1.20	----------	11,441.09	----------	117,448.56	----------	131,904.49	274,164.92
Marion	44,778.01	160,799.70	205,577.71	----------	10,287.48	----------	6,445.06	----------	137,952.80	----------	154,685.34	50,892.37
Marshall	21,950.93	87,016.95	108,967.88	14,089.73	35,218.00	200.00	3,619.68	----------	6,642.55	----------	59,769.96	49,197.92
Mason	277,381.18	128,174.51	405,555.69	224,168.98	----------	----------	8,048.83	----------	23,860.65	----------	256,078.46	149,477.23
Massac	46,222.23	58,832.27	105,054.50	9,182.20	49,273.64	----------	3,908.36	----------	8,871.63	----------	71,235.83	33,818.67
Menard	105,768.78	75,408.17	181,176.95	1,689.76	1,041.50	719.12	989.44	----------	47,717.93	----------	52,157.75	129,019.20
Mercer	110,713.31	138,811.27	249,524.58	33,178.08	39,997.20	----------	6,748.13	----------	16,550.07	----------	96,473.48	153,051.10
Monroe	33,187.24	81,214.95	114,402.19	----------	22,872.80	----------	2,228.32	----------	47,345.54	----------	72,446.66	41,955.53
Montgomery	44,816.46	197,213.80	242,030.26	----------	4,470.29	----------	5,419.84	----------	147,167.69	----------	157,057.82	84,972.44
Morgan	133,451.86	139,302.15	272,754.01	13,960.36	50,379.30	8,709.69	12,886.30	----------	39,507.38	1,281.09	126,724.12	146,029.89
Moultrie	93,166.07	101,427.29	194,593.36	30,355.47	----------	----------	4,326.65	----------	65,925.09	----------	100,607.21	93,986.15
Ogle	276,252.63	175,384.74	451,637.37	137,875.90	42,044.61	----------	11,221.62	----------	5,234.25	----------	196,376.38	255,260.99
Peoria	211,625.73	135,960.82	347,586.55	87,263.72	19,416.66	----------	8,901.90	----------	----------	----------	115,582.28	232,004.27
Perry	47,446.53	98,735.06	146,181.59	----------	29,413.14	----------	2,997.11	----------	79,454.85	----------	111,865.10	34,316.49
Piatt	251,139.69	123,146.00	374,285.69	37,664.49	[2]—2,805.88	745.60	5,426.33	----------	61,938.51	53.60	103,022.65	271,263.04
Pike	432,385.16	195,825.23	628,210.39	135,759.26	[2]—2,988.23	4,896.41	20,492.10	----------	33,661.63	----------	191,821.17	436,389.22
Pope	130,915.25	56,374.53	187,289.78	43,492.60	44,432.66	----------	8,279.26	----------	19,342.76	----------	115,547.28	71,742.50
Pulaski	50,787.78	47,347.74	98,135.52	34,731.29	[2]—139.35	----------	748.15	----------	24,941.18	----------	60,281.27	37,854.25
Putnam	31,168.50	37,237.00	68,405.50	25,634.57	8,141.12	----------	761.83	----------	----------	----------	34,537.52	33,867.98
Randolph	86,949.23	120,629.23	207,578.46	756.77	42,919.71	----------	7,482.46	----------	41,795.20	----------	92,954.14	114,624.32
Richland	15,760.29	117,978.36	133,738.65	----------	73,753.96	----------	5,366.69	----------	36,693.28	----------	115,813.93	17,924.72

TABLE 66.—Concluded.

County	Balance Available Jan. 1, 1959	Allotted During 1959	Total Available During 1959	Disbursed for: Construction by: Contract	Disbursed for: Construction by: Day Labor	Disbursed for: Right-of-way	Disbursed for: Engineering	Disbursed for: Township Indebtedness	Disbursed for: Maintenance	Disbursed for: [3]Miscellaneous	Total Disbursed During 1959	Balance on Hand Dec. 31, 1959
Rock Island	139,583.65	79,473.27	219,056.92		50,211.89		3,776.27		12,477.42		66,465.58	152,591.34
St. Clair	266,017.86	154,698.89	420,716.75	529.30	69,712.84		7,412.31		50,794.71		128,449.16	292,267.59
Saline	164,450.82	107,380.03	271,830.85		54,155.15		4,512.24		6,041.47		64,708.86	207,121.99
Sangamon	417,572.25	214,693.95	632,266.20	13,032.65	30,015.35		1,536.51		106,718.64		151,303.15	480,963.05
Schuyler	142,546.43	103,069.58	245,616.01		47,906.56		4,921.23		35,224.74		88,052.53	157,563.48
Scott	194,319.76	54,649.73	248,969.49	6,713.64	8,834.08		[2]—440.99		4,933.04		20,039.77	228,929.72
Shelby	103,806.51	232,155.20	335,961.71	8,888.35	38,680.99		8,021.84		194,160.70		249,751.88	86,209.83
Stark	53,326.41	69,564.22	122,890.63	17,919.78	70,325.20		5,244.31				93,489.29	29,401.34
Stephenson	67,115.48	148,664.21	215,779.69	58,343.72	70,955.33		7,757.14		9,517.31		146,573.50	69,206.19
Tazewell	141,694.65	160,440.12	302,134.77	131,028.90			6,553.56		4,021.52		141,603.98	160,530.79
Union	79,650.47	75,660.16	155,310.63		66,238.69	5,550.48	299.90		27,918.12	[2]—1,138.60	98,868.59	56,442.04
Vermilion	150,366.43	243,951.73	394,318.16	193,798.16			14,553.15		27,131.71		235,483.02	158,835.14
Wabash	96,890.20	55,784.04	152,674.24	17,941.07	[2]—10.18		2,681.79		32,755.41		53,368.09	99,306.15
Warren	79,649.04	146,414.58	226,063.62	4,526.14	94,174.05		8,601.50		2,231.74	305.40	109,838.83	116,224.79
Washington	104,158.91	126,964.52	231,123.43		22,693.32		4,844.48		88,903.06	[2]—7.27	116,433.59	114,689.84
Wayne	183,576.48	212,701.99	396,278.47	12,278.95	170,669.88		15,982.43		76,149.27		275,080.53	121,197.94
White	160,662.05	148,250.02	308,912.07	85,869.62	16,678.37		11,964.60		54,404.97		168,917.56	139,994.51
Whiteside	109,278.70	152,662.56	261,941.26	38,743.36	44,781.67	1,066.62	3,877.24		17,516.08		105,984.97	155,956.29
Will	423,429.71	225,454.42	648,884.13	46,477.46	109,423.84	1,413.45	17,157.99		21,924.45		196,397.19	452,486.94
Williamson	88,437.63	111,489.20	199,926.83		15,705.29		3,452.12		89,391.26		108,548.67	91,378.16
Winnebago	145,733.60	117,741.00	263,474.60	34,237.92	37,148.75		4,417.87		10,394.26	891.00	87,089.80	176,384.80
Woodford	70,008.31	134,042.50	204,050.81	75,835.24	1,785.00		11,296.93		7,966.90		96,884.07	107,166.74
Totals	$14,316,692.70	$13,994,201.53	$28,310,894.23	$3,638,517.63	$4,001,412.45	$32,377.77	$699,454.63	$57,682.18	$4,488,897.71	$2,508.27	$12,920,850.64	$15,390,043.59

[1] Local rural roads include township, road district, township district, and county unit road district roads.
[2] Transferred from funds certified prior to 1959.
[3] Contribution to Illinois Municipal Retirement Fund or social security.

TABLE 67.—TOWNSHIP AND ROAD DISTRICT MOTOR FUEL TAX CONSTRUCTION APPROVED DURING 1959.

County	Bituminous Surfaces Not on a Concrete Base		Gravel or Stone Surfaces		Oiled Earth[1]		Bridges[2]	
	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Adams			3.73	$ 48,284.27				
Boone	8.88	$ 38,747.62	5.39	26,040.04				
Brown			10.28	94,545.85				
Bureau	[3]13.16	120,785.72	2.50	17,064.92				
Calhoun			2.60	9,535.78				
Carroll	0.25	8,125.08	10.54	58,751.74				$ 5,181.20
Cass			8.54	63,603.44	2.40	$14,487.60	2	40,401.37
Champaign			22.69	82,697.04	7.14	13,037.46		2,618.50
Christian	20.06	44,172.57	2.00	10,860.65				
Clark			6.83	51,531.98				
Clay			32.28	152,597.06				
Clinton	2.04	4,992.47	10.26	46,680.98	9.08	19,493.90		
Coles			1.25	7,822.28	1.00	3,160.90		
Cook	13.01	109,906.61						
Crawford	2.03	29,988.90	1.02	5,309.15				
Cumberland			1.04	6,356.46	1.23	4,988.60		10,188.00
DeKalb	[4]12.99	79,706.33	2.92	32,891.60				15,892.50
DuPage	4.90	64,024.09						
Edgar	1.01	4,468.83	16.50	126,286.44	1.82	4,798.65	1	24,418.20
Edwards			6.12	29,381.93				
Fayette			11.38	62,562.28	1.04	2,761.44		
Ford	11.26	46,139.85	34.21	88,296.83	4.91	4,975.14		[5]2,398.45
Franklin			9.40	65,148.01	2.05	9,201.03		
Fulton			7.37	89,407.01				
Gallatin			6.95	46,260.80				
Greene			7.16	44,184.55			2	49,988.78
Grundy	7.12	27,531.82	6.58	38,250.43				
Hamilton			18.00	70,702.00				
Hancock	7.18	80,021.75	7.83	158,978.36			2	
Henderson	1.00	11,524.32	9.17	64,373.27				
Henry	2.23	8,146.10	6.71	54,699.20	3.97	15,953.78		
Iroquois	2.72	24,475.97	23.46	112,962.85				
Jackson			5.14	53,488.26				
Jasper			16.98	91,032.08				
Jefferson					3.09	8,473.07		
Jersey			23.46	86,681.31				
JoDaviess			15.93	70,543.52	1.61	4,631.30		
Johnson			4.69	42,546.40				
Kane	5.16	12,648.65	6.39	32,342.20			2	[5]77,035.79
Kankakee	4.01	23,630.15	16.55	145,827.77			2	16,857.75
Kendall	1.55	10,236.40	3.07	42,322.86			4	44,523.60
Knox	0.36	8,935.30	19.50	166,889.68				
Lake	16.89	75,144.14	10.57	52,832.60				
LaSalle	[6]11.95	70,483.45	31.08	168,492.60			2	16,736.68
Lawrence			8.50	37,254.75			1	49,738.20
Lee	3.85	13,185.33	21.75	123,293.34	2.96	7,967.96	4	76,150.41
Livingston	[7]38.70	165,334.62	91.27	332,417.06	7.97	32,440.80	3	47,647.55
Logan	[8]15.35	124,771.61	1.00	9,849.80			3	33,901.39
McDonough	8.88	11,031.61	18.69	117,030.22				
McHenry	[9]21.03	72,053.04	19.88	158,580.45				
McLean	154.49	547,864.95	82.23	327,907.40				
Macon			4.05	32,248.10			2	[5]55,607.48
Macoupin					3.58	13,310.66		4,231.31
Madison	0.57	2,873.30						
Marion					5.07	11,844.88		
Marshall	2.09	10,999.40	7.30	36,458.72			1	20,321.00
Mason	[10]23.52	192,317.06			3.08	11,524.41		23,354.80
Massac	[11]2.88	26,200.92	5.49	44,149.31				
Mercer			9.61	63,235.61				45,928.95
Monroe			5.76	21,344.00				
Montgomery					2.46	4,213.30		
Morgan					8.39	54,463.51		
Moultrie					0.36		1	39,148.50
Ogle	8.86	43,139.33	18.57	136,111.27				
Peoria			8.34	132,507.78				
Perry					7.30	32,695.85		
Piatt					3.06	8,948.88	4	60,494.85
Pike			9.25	103,727.40			2	29,194.42
Pope			15.98	102,738.39				
Pulaski			3.76	32,033.62				
Putnam			[12]3.52	26,811.96				

TABLE 67.—Concluded.

County	Bituminous Surfaces Not on a Concrete Base		Gravel or Stone Surfaces		Oiled Earth[1]		Bridges[2]	
	Miles	Cost	Miles	Cost	Miles	Cost	Number	Cost
Randolph			2.67	30,694.93				
Richland			17.18	85,767.57				
Rock Island			7.28	55,455.40				
Saline			5.76	48,953.02				
Sangamon			1.61	10,184.08	8.30	20,216.52		[5]7,823.30
Schuyler			4.92	48,039.52				3,258.98
Scott					3.14	16,430.22		
Shelby					17.32	56,204.31		8,888.35
Stark	[13]2.73	21,521.52	16.66	83,357.17				
Stephenson	11.34	54,673.02	10.03	113,367.76				
St. Clair	3.47	11,158.06	6.67	39,362.84				
Tazewell	[14]34.49	195,127.37						
Union			3.85	74,405.04				
Vermilion	1.02	8,479.55	17.30	122,938.44			3	51,992.75
Wabash			3.23	17,941.07				
Warren			12.12	95,043.41	1.00	4,526.14		
Washington			3.33	22,611.16	1.01	7,363.12		7,429.50
Wayne			36.11	194,302.66	2.75	10,945.54		
White	1.41	4,011.68	14.72	74,426.39				
Whiteside	1.97	18,070.94	8.68	63,758.25			1	13,966.20
Will	4.15	36,485.54	10.64	114,997.73				[5]13,527.61
Williamson			2.59	20,880.56				
Winnebago	9.91	67,840.43	0.38	4,847.80				
Woodford	[13]17.75	110,298.00	2.54	15,504.20				11,945.20
Total	518.22	$2,641,273.40	971.29	$5,893,604.66	117.09	$399,058.97	42	$910,791.57

Notes: Some of the costs in this table may be paid from other than motor fuel tax funds.

[1] Includes road oil on existing granular surfaces.

[2] Only bridges having 20-foot span or over are included in computing the number. The "Awarded Cost", however, includes small culverts and other incidental work built separately or with the bridge section.

[3] Includes 3.69 miles of bituminous road mix.

[4] Includes 5.96 miles of bituminous road mix.

[5] Includes flashing light signals.

[6] Includes 8.92 miles of bituminous road mix.

[7] Includes 12.03 miles of bituminous road mix.

[8] Includes 2.83 miles of bituminous road mix.

[9] Includes 2.18 miles of bituminous road mix.

[10] Includes 16.74 miles of bituminous road mix.

[11] Includes 2.38 miles of asphalt with chip treatment on existing and strengthened gravel and new salt stabilized base.

[12] Includes 2.31 miles of bituminous road mix.

[13] Bituminous road mix.

[14] Includes 1.40 miles of bituminous road mix.

TABLE 68.—TOWNSHIP AND ROAD DISTRICT CONSTRUCTION COMPLETED DURING 1959.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over
	Miles	Miles	Miles	Number
Adams		3.54		
Alexander		4.59		
Bond			1.28	
Boone	8.87	4.84		
Brown		1.13		
Bureau	19.83	8.47		
Calhoun				
Carroll	0.25	18.76		1
Cass		0.75		1
Champaign		18.72	5.63	1
Christian	25.09		5.98	
Clark		14.35		
Clay		33.08		
Clinton	1.67	13.66	11.49	
Coles		5.58	2.41	
Cook	13.01			
Crawford	1.99	15.49		
Cumberland				
DeKalb	13.21	2.92		
DeWitt		3.19		
Douglas				
DuPage	5.03			
Edgar	1.01	15.50	4.14	
Edwards		12.02		
Effingham				
Fayette	0.11	15.44	14.25	
Ford	11.26	27.14	4.91	
Franklin		13.55	3.30	
Fulton	1.60	7.84		
Gallatin		10.93		
Greene		12.21		1
Grundy	7.12	14.45		
Hamilton		10.29		
Hancock	4.50	15.37		2
Hardin		0.17		1
Henderson	1.00	4.36		
Henry	4.94	9.18	2.00	
Iroquois	2.72	27.34		1
Jackson		7.58		
Jasper	0.47	21.82	2.38	
Jefferson			14.05	1
Jersey		12.78		
JoDaviess		22.15	1.61	
Johnson		3.04		
Kane	5.16	7.62		2
Kankakee	4.02	16.95		1
Kendall	1.55	4.79		4
Knox	0.36	22.09		
Lake	14.08	9.45		
LaSalle	24.37	22.84		1
Lawrence		12.61		
Lee	2.84	20.67	1.48	2
Livingston	15.08	75.48		2
Logan	17.49	1.00		3
McDonough	8.88	15.56		
McHenry	18.85	7.53		
McLean	130.46	90.36		
Macon		6.61		1
Macoupin		1.02	27.57	
Madison	0.57		2.62	
Marion		1.06	26.90	
Marshall	2.09	4.56		1
Mason	24.57		3.07	
Massac	2.88	4.35		
Menard	0.80	4.56	2.66	
Mercer		11.21	1.52	
Monroe				
Montgomery			15.69	
Morgan		2.89	6.19	

TABLE 68.—Concluded.

County	Bituminous Surfaces	Gravel or Stone Surfaces	Oiled Earth	Bridges 20-foot Span or Over
	Miles	Miles	Miles	Number
Moultrie			4.25	1
Ogle	8.86	16.00		
Peoria	0.71	6.33		
Perry			4.33	
Piatt			13.95	2
Pike		9.41		1
Pope		13.77		
Pulaski				
Putnam		2.44	2.85	
Randolph	0.81	9.54	2.85	
Richland		25.08		
Rock Island		13.40		
Saline		22.18		
Sangamon			9.95	
Schuyler		8.19		
Scott			1.40	
Shelby			14.81	
Stark	2.73			
Stephenson	7.32	17.35		
St. Clair	23.11			
Tazewell	32.88			
Union		4.97		
Vermilion	1.02	14.27		5
Wabash		2.31	2.57	
Warren		12.53	1.00	1
Washington		3.55	2.07	
Wayne		45.90	8.00	
White		26.53		
Whiteside	1.97	7.17		2
Will	4.15	11.36		
Williamson		9.32		
Winnebago	8.97	1.05		
Woodford	23.72	11.91		
Total	[1]513.98	[2]1,050.00	[3]229.16	38

Notes: The above table does not include miscellaneous improvements such as small drainage structures.

[1] Includes the following types:

Subclass A-1	26.46 miles
Subclass A-1 modified	11.11 miles
Subclass A-2	16.36 miles
Subclass A-2 modified	22.52 miles
Subclass A-3	273.80 miles
Subclass A-3 modified	28.27 miles
Subclass B-3	3.94 miles
Subclass B-5	5.62 miles
Subclass I-11	0.13 mile
Bituminous road mix	99.47 miles
Bituminous surface treatment special	26.30 miles
Total	513.98 miles

[2] Includes the following types:

Type A surface	0.38 mile
Type B surface	1,045.72 miles
Type B base	2.07 miles
Oil on new gravel or crushed stone	1.83 miles
Total	1,050.00 miles

[3] Includes 51.95 miles of oil treatment of existing gravel or crushed-stone surfaces and 10.56 miles of graded earth.

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